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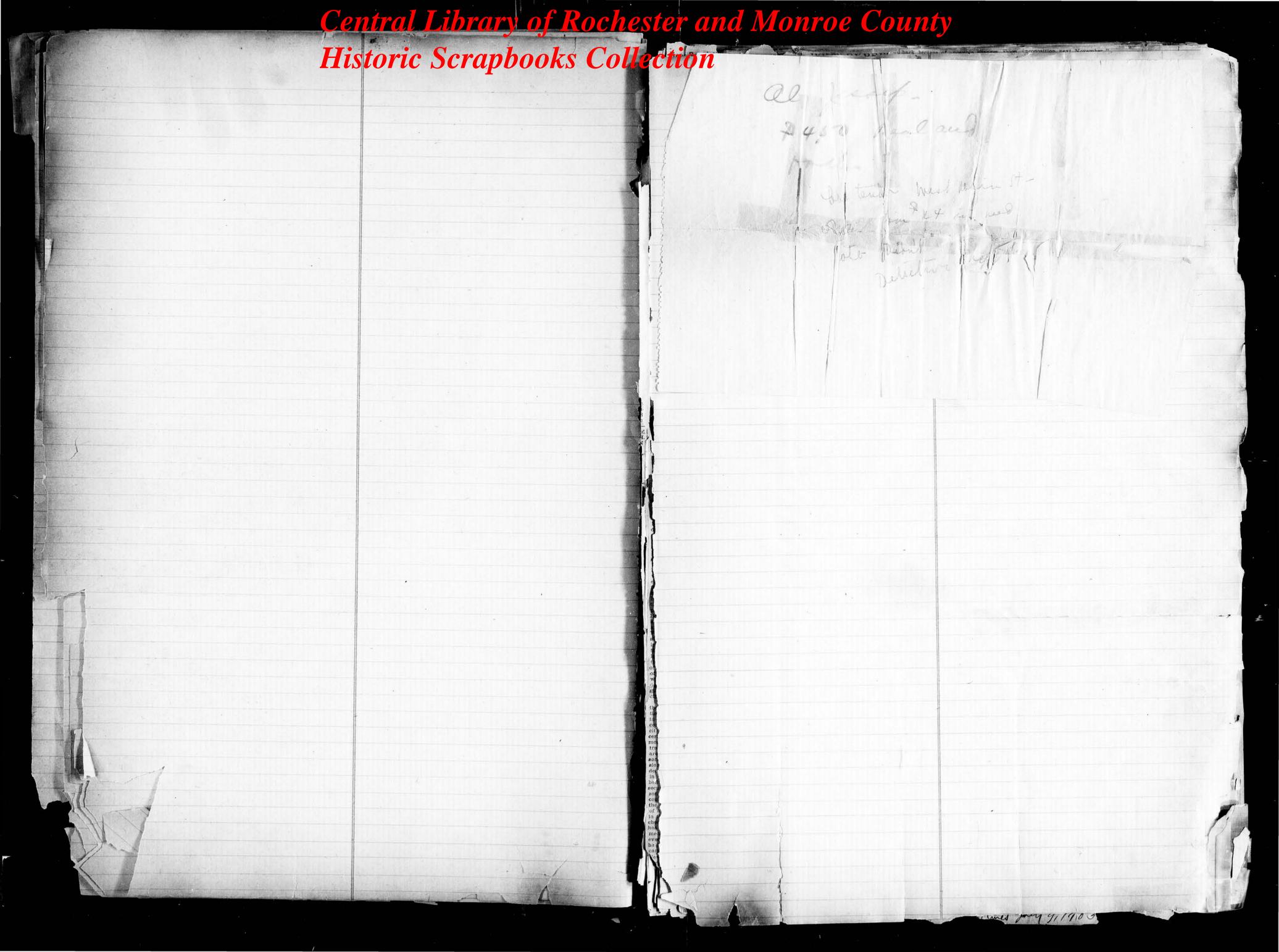
Thorward Solberg

1874

What is the average wags scale per hour in the City of Rochester for the following lines of labor.

30 lo 35 conte 1 de la bien Pachere bie Macminists estal 25 to 50 cents. Word 20 to is cents Pattern Malers is corporated to a constant the Firemen execute toward bucker control Electricians Blacksmiths go to a mute Boilermanors Bridge Workers Carpenters Steam Fitters Flumbers olders, Iron & Brass Path 10 2 con a week limite y to Stationary Inginoers . . . Rock. "at f be true 6. Electrical Engineers # 6'x Unsvilled Laborers 16 h 15 cent. Pocheste day & beclice &





Historic Scrapbooks CANAL C

The Chamber of Commerce of the City of Rochester

Not being in favor of a barge canal at a cost of \$101,000,000.00, which proposition is to be submitted to the electors of the state for their approval at the general election to be held in November next, and believing that the best interests of the state will be promoted by the defeat of such proposition, hereby extends to all persons sharing its views an invitation to attend a

> STATE CONVENTION, TO BE HELD AT THE ROOMS OF THE CHAMBER OF COMMERCE, IN THE CITY OF ROCHESTER, TUESDAY, JULY TWENTY - FIRST, 1903,

for the purpose of creating an organization for the more effective management of the work of the campaign.

The New York State Grange of Patrons of Husbandry, and all subordinate granges throughout the state, are requested to send such delegates as may be thought desirable. Chambers of Commerce and Boards of Trade in sympathy with the purposes of such a convention, are also requested to send delegates.

It is earnestly hoped that there may be a large and representative gathering of the thoughtful and conservative men of the state, who may be trusted to take such action in opposition to the proposition as will best conserve the state's interest.

THOMAS B. DUNN,

JOHN M. IVES, Secretary.

Rochester, N. Y., June 30, 1903.

ROCHESTER TO BE HEADQUARTERS OF ANTI-BARGE CANAL CAMPAIGN

Viceting Called For the Chamber of Commerce July 21. Opponents of the New York City-Buffalo Graft Urged to Attend.

PROPOSITION MUST BE EFEATED AT THE POLLS

of Commerce for a to be held in Roches-Tuesday, July 21, the object of it the central point from which

sent out today Commerce, reads as follows:
OMMERCE OF COMMERCE OF THE CITY OF ROCHESTER "Not being in favor of a barge car Tuesday, 117 21, the object of at a cost of \$10,00,00,00,00,00,00 which prop is to perfect an organization to osition is to be submitted to the elect the a viginous campaign against ore of the State for their approval at proposed \$160,000,000 barge canal, in is to be submitted to the electrons of the State for their approval at the general election to be held in November to make Ruchester the state specific to make Ruchester the state (quariers is this movement, parcel best interests of the State will be best interests of the State will be promoted by the defeat of such proposition, hereby extends to all persons sharing its allows an invitation to affect the state of the state of their approval at the general election to be submitted to the electrons of the State for their approval at the general election to be submitted to the electrons of the State for their approval at the general election to be submitted to the electrons of the State for their approval at the general election to be submitted to the electrons of the State for their approval at the general election to be submitted to the electrons of the State for their approval at the general election to be submitted to the electrons of the State for their approval at the general election to be submitted to the electrons of the State for their approval at the general electron to be submitted to the electrons of the State for their approval at the general electron to be submitted to the electrons of the State for their approval at the general electron to be submitted to the electrons of the State for their approval at the general electron to be submitted to the electrons of the State for their approval at the general electron to be submitted to the electrons of the State for their approval at the general electron to be submitted to the electron of the state for their approval at the general electron to be submitted to the e osition, hereby extends to all persons sharing its views an invitation to af

merve the State's interest."

Not Opposed to Cacal

The officers of the Chamber of Comendeavoring to make it appear that the

Chamber of Commerce are in favor of a ship cannot to be built by the Federal Government, by which freight could be forwarded without truns-shipmen direct from the Great Lakes to the scaboard In other words, they favor a canal large enough to be navigable by sea-going

approvement is completed the barg

canal. They want Buffalo to be business men which would mis lead them into believing that the Rochester Chamber of Commerce is un-friendly to the canal. Nothing could be further from the facts.

National Association of Cemetery Su-

perintendents Meets in September.

Association of Cemetery Superintendents will hold their annual convention in this city on September 8, 9 and 10. The prosegramme of papers to be presented has been arranged as follows:

"Cultivation of Ornamental, Hardy, Conferous and Other Evergreens," John Dunbar, assistant superintendent of Rochester parks; "A Few Thoughts," R. F. Robertson, Los Angeles, Cal.; "My Experiences and What I Learned Atree wish to have it made clear that tending Conventions." George Possi outred of Superintendents to be Success Rochester body is anti-canat. This mis., ful in Their Work," C. P. Phipps, Rocky epresents the sentiment here.

Muny members of the Rochester

Groye, Pa.; "Why Superintendent Should Reside on Cemetery Grounds, Burton H. Dernan, Bridgeport, Conn Stuff and Borders," J. B. Keller, Rock ter; "Our Cemeteries and Our Dead," H S. Foy, Winston Salem, N. C.; "Re marks," W. C. Barry of Ellwanger a Lesson, Sr., Paxtang, Pa.; Construction." J. C. Sconde.

Umont adv. Suly 210 Call Issued by Chamber of Commerce for a Couvention.

Governor Odell's Pet Project is to Receive a Thorough Going Over at the Meeting.

onvention is Set for July 21st, and It is Expected That Attendance Will be Very Large.

The following call was to-day issued by the Rochester Chamber of Commerce for a convention to be held in this city

The Chamber of Commerce of the City of Rochester not being in favor of a barge canal at a cost of \$101,000,000, which proposition is to be submitted to the electors of the state for their approval at the general election to be held in November next, and believing that the best interests of the state will be promoted by the defeat of such proposition, hereby extends to all persons sharing its views an invitation to attend a State Convention, to be held at the rooms of the Chamber of Commerce, in the city of Rochester, Tuesday, July 21, 1903, for the purpose of creating an organization for the more effective management of the work of the campaign.

The New York State Grange of Patrons of Husbandry, and all subordinate granges throughout the state, are requested to send such delegates as may be thought desirated.

of Trade in sympathy with the purpos of such a convention are also requested t

of such a convention are also requested to send delegates.

It is earnestly hoped that there may be a large and representative gathering of the thoughtful and conservative men of the state, who may be trusted to take such action in opposition to the proposition as will best conserve the state's interest.

Thomas B. Dunn, President, John M. Ives, Secretary, Rochester, N. Y., June 30, 1903.

A prominent member of the Chamber

A prominent member of the Chamber

The Chamber of Commerce in issuing this call is not taking a position against any canal legislation. It takes this position only as against the barge canal proposition. Many of its members are understood to favor a ship canal from the great lakes to the Hudson river, to be constructed and controlled by th federal government, and it is probabl that some of the members of the Cham ber of Commerce will favor the comption of the so-called \$9,000,000 plan.

tion is to unite all of those who oppose the barge canal, with a view of bringing about the defeat of the \$191,000,000 play After that result has been accomplish it is thought that it may be possible enlist the general government in the work of completing the survey under-taken in 1897 and upon which \$485,000 have already been expended, in the belief that the comp detion of that survey will sirability of constructing a twenty-five Tonawanda to the Hudson river

'Should it prove impractical to build such a deep waterway and should the the construction of such a waterway it is hought that it would then be tim here should be a barge canal or whether he \$9,000,000 plan should be carried o

have in charge the active campaign

any Counties To Fight France in Barge Canal. O CONVENE HERE namber of Commerce Convention Held July 21.

ANY ACCEPTANCES RECEIVED

re Number of Delegates From Vaous Counties, Including Members State Granges Will Come to Rochster To Organize - Fight of State gainst New York and Buffalo.

e New York Evening Post on Tuesntained the following significant in this city on July 21 of those taxers in New York State who are opthe proposed 1,000 ton barge

The Chamber of Commerce of Rochheld on July 21, in opposition to the vement bill. This is not alture have prepared the public for n of this kind, but it is none the ingular and, we think, short sighthester is on the line of the Erie 1. At present the waterway passes ugh the center of the city, and is or less obnoxious to its citizens. I unsanitary, and it crosses a principal oroughfare where there is an annoying lift bridge. But the plans for the mproved canal provide for crossing the Genesee River just south of Rochester, near enough for commercial advantage

space required by the present canal. in other words, the greatest attention was paid to Rochester's interests in drafting the bill. Moreover, if industrial ad-cantages are to be derived from the ca-cal improvements, and every commisn which has examined the matter has

nised, Roches, er will be among These are the reasons why the action of Rochester's Chamber of Commerce seems strange. It is fair to assume that

such a body would be influenced principally by business arguments. But surely Rochester business men have not been carried away with the notion industriously propagated in that city, that the Federal Government can be induced to build a ship canal for our benefit across our state. This was mentioned by one of the members in a statement given out when the call for a convention was made public, but we cannot be-lieve that it was controlling. Nor do we credit the report that railway influences, including supposedly favorable freight rates for Rochester merchants, have brought about this action. Doubtless the railway interests are opposing the canal by such means as are in their power. The report of the Arbitration Board which established the differentials against New York half a dozen years ago, based its estimates on the Ne-

York rate, because, as it declared, 182-4 alone was water competition. Thus one interest of the railroads in preventing the growth of this comp east apparent. But we must assume that the Rochester Chamber has acted f its own motion, and that other boards of trade, chambers of commerce, etc., which will be called upon to accept or cline the Rochester invitation will be

"The chief argument for constructing route for grain and lumber ought be established. This is still a maje consideration, but Rochester and other cities similarly situated should consider ertain other matters, to them, perhaps, arouse interest among farsighted per-sons in Rochester. The Canal Commis-sion appointed by Governor Roosevelt declared that changes now taking place that great industry gave reason to deve that were an adequate waterway ared between Lake Eric and the Hud-A River, the center of the iron trade unid be brought from Pennsylvania to Buffaio and New York on the one side the State of New York. The discovery almost inexhaustible beds of iron ore n the upper lake region, combined with theap water transportation on the lakes, as already led to the practical abandonlaid down by means of the improved inal at any point between Buffalo and That city would still have the

the natural facilities along of other countries

tween 1891 and 1896 on her canals, every case the improvements have b

was not as cheap as parriage by v ind water transportation cont hough reduced in quantity owing t ttractions of the railroads and the new set of the canals. In 1879, however, un-ter the leadership of M. de Freyelnet Minister of Public Works, a water n 1900. The total weight of merch

T. B. Dunn, president of the Rochest

n is held here. It will be a large I undoubtedly be some at the conver n who will favor the barge can

ew York and Buffalo paid 85 per o ries-New York City and Buffalo. It fited by it will be much in its face

think that any Buffalo promoter ev Rochester wish to benefit this city ry much.

The Chamber of Commerce is not on and to all canals. We would like to a ship canal through the state, but a gross waste of public money. Secretary Ives of the Chamber of Con-

only paper in New York City which op

and the remainder of the state on the

this: The New York and Buffala fac ant of the use of Pennsylvania ores tions are well organized and are fight hard for the canal. It has much at sta But the opponents of the canal have York at far less cost than at Pitts. | They have done lots of talking, but that is all. By having the convention pect to organize the entire state to fight ple all over the state who expect to atpers and articles which have been re-ceived show that the opposition to the canal is almost unanimous throughout the state. We will have several prominent speakers. Several of the state granges have written that they will send delegates. Heretofore the state has been somewhat divided on the canal question. delegates. Heretofore the state has been somewhat divided on the canal question. But now all the cities and villages along

he canal are strongly opposed to the the canal. But we are not, nor have we ing the state canals for the sake of the railroads. We do want state canals. Large quantities of clay, stone, manutac-turers' supplies, etc., are shipped to and from Rochester on the canal more easily than they could be shipped by railroads

ly opposed to the proposed barge canal. The Chamber of Commerce has come out strong against it. After the convention is held the chamber will send out barge canal literature to every section of the state. It is proposed to make Rochester adquarters for fighting the canal pro-

Friends of the Barge Canal Scheme

be held here on the 21st inst., has stirred up the friends of the scheme in the ter- by government than in the building minal cities. The other day the New | canal. York Evening Post pointed out what it regards as the error of those who oppose to-day takes the Rochester Chamber of Commerce to task for its position on this canal question. It says

of great advantage to Rochester, "at least what the popular sentiment is. We like to see now ideas advanced. Just how much the Chamber is against the barge canal, I cannot say until after the constill more vast, yet its citizens are represented. sented as being so high above self-interes

state could build a railroad on the of the Erie Canal for much less several times, we have no great ternalism in the building of a railre

Rochester's Canal Attitude.

canal job. 'The Eimira Advertiser says:

the campaign in opposition to the barge cannot folly. It extends an invitation to all persons believing that the best interests of the state will be promoted by the defect of the proposition to attend a state convention to be held at the rooms of that organization in Rochester

Doubtless there will be a large attendance. The people are thoroughly aroused with respect to line promoted expenditure of hundreds of millions of their money for the purpose of extending benefits of millions. its to only one or two cities of the state

Rochester is one of the cities which the advocates of the canal de-clare would be greatly benefited by the adoption of the proposition Evidently Rochester does not agree with the pro-caud men. She no destre to be burdened with a position of a debt from \$100,000,000 to \$300,000,000 to aid the order of Intitalo and New York.

Rochester is in line with the state at large. She speaks through her most important body of business men. She joins hands with the

grangers and all others apposed to the scheme, and is ready to do battle. In order to defeat the folly there must be a unity of forces. Rochester has paved the way. Let there be a general "getting together." The Rochester idea is all right.

It seems mexplicable to the barge canal advocates who seek to fasten a terests in New York and Buffelo that Rochester should not jump at the opportunity of securing the expenditure of a vast sum of money in Monroe County in construction of the new whiteway. It is declared that the proposed canal would necessitate the expenditure of \$14,570,000 within Monroe County, one-seventh of the estimated online cost of the improvement, and this is a selish consideration for Rochester's support of the proposed bargecanal, and it shows the spirit that in the main animates the unitation for

However, it is greatly to the credit of the city of Rochester that it has put aside all sethsh considerations in asaling with the causi propositions and has enlisted its energy in prorection of the public interest as against the depredations of private greed. Mr. G. H. Raymond declares that the ship canal talk in Rochester is indulged merely for the purpose of defeating the barge canni project, contending vaguely that a ship canni could by obsolutely of no service to Rochester with its boats mavigating the lake. This is a charge of tad faith and it is cutified to no consideration. But the work of

into use as a reference. Matterially the form of the book has not challed in its style of arrangement and pullibration.

The number of names that the new ill. rectory contains this year is 78,672, which includes the names of 3,500 persons who are deceased or removed from tory of this year there; were 11,242 names

tions of the publication. Each and every

eive their names and give them all du-

ments of municipal government and th the seats of civic power, the salaries the

ered back which made its appearance Drew-Allis Company have always made their publication on a clear and up-to-date system and this year's directory will be carried out upon the same lines. The "blue book," better known as the street directory, which is issued every two years by the same firm will be published in September of this year.

American Fruit Product Company After a

soon be denoted by the Issue of another Citizens' Committee of a Year the Ago Has Ten Acres Still in Its Hands To Offer.

Without Doubt There Will Be No Obthe city. The number of pames of per- jection To Deeding the Required Land to the Company, and This Will Probably Be Done at Once So That the Work of Erecting the New omitted from the receious publication and 11,841 names a fided. Totaled up it will be seen that this gives this year's Concern Is Capitalized at Nearly \$2,000,000. There is an excellent opportunity to se

persons residing in the city Duffy is president of the company. John rom the number of names which appear C. Woodbury is vice-president and

to cost about \$250,000, the operation of chease in population of 34,667 in three which will give employment to several have been subscribed; all subscriptions ye is. Of course these figures do thundred persons. It will be a cold storage and evaporating plant. Shall be payable on demand after the sum of the subscriptions shall amount to been locating in Rochester if it can get a

As usual the first few pages contain the purpose of securing funds for a site was decided to buy ten more acres of the purpose of securing funds for a site was decided to buy ten more acres of with enumerations according to the tast of the plants of the Pneumatic Signal (and in the neighborhood, for the use of Company, the Pfaudler Company and American Fruit Product Company the desired site, Ench \$100 subscribed will

deciled to the company, which will at once begin the erection of its plant, Members of Citizens' Committee.

new plant at Lincoln Park, as it will

ing so many men located here. It the

subscribers are willing the land will be

Following are the names of the memers of the special committee that raised the land fund:

Real Estate-C. F. Garffeld, C. H. Palner, J. F. Alden, J. G. Cutler, F. W. Zoller, C. M. Thoms, W. C. Darry and Horace C. Brewster. Wholesale-E. Frank Browster, B. B.

Sherburne, G. E. Taylor, L. P. Rose, T. Retail-A. M. Lindsay, T. J. Devine, A. O. Fenn, Arthur C. Smith.

udson, Frank Taylor, A. R. Pritchar W. S. Morse, Levi Adler, Louis Stein, Edward Bausch and Joseph Michnels. General-H. C. Brewster, J. M. Wile, F. P. Allen, George Wilder, treasurer, A.

M. Smith, chairman, P. R. McPhail, C. H. Babcock, H. P. Brewster and A. Vogt. It was through the untiring energy of to purchase the big tract of land at Lincoin Park upon which the Pfaudler and the Pneumatic Signal Companies have located and which has left in its hands | the pext few days, so that the work of the ten acres upon which it is proposed erecting the necessary buildings can be to allow the American Fruit Product | begun at once.

for the plants of the first two mentiones companies alone, but the committee

Terms of Subscription,

he citizens would turnish appropria-

ritten, in consideration of the premises

nd the mutual promises of each of us, la severally agree to pay to Georg oln Park branch of the Ruffalo, Roch ster & Pittsburg Railroad to be conreyed to the Pacumatic Signal Com

lands so to be conveyed to them respectively and to operate and maintain the

shall be binding until at least \$21,500 shall

cerns which might desire to locate

Make-Up of Company,

The American Fruit Product Company chich wants to build a \$250,000 plant is ensolidation of the largest plants in financiered the New oYrk and Kentucky company. These are the plants that Product Company

Melphold & Heinman of New York City and Goshen, N. Y.

J. G. Ward & Sons, Rayonna, N. Y. The Empire Chier and Vinegar Company, Voorheesville, N. Y.

J. C. Beach & Co., Palatine Bridge, N.

Genesce Fruit Company of Rochester and New York City, which company was S. R. & J. C. Mott, Bouckville, N. Y. The Daffy Cider Company of Roches-

Miller & Pettengill, Holley and Clar-

endon, N. Y. Miller, Pettengill & Poster of Lansing.

The stock for the consolidated company was subscribed within a remarkably short time after the books were opened.

Western New York is the center of the Manufacturing-Josiah Anstice, J. R. | apple country of the United States, Outside of the territory covered by the copany's plants comparatively few cider apples are grown. The entire cider and vinegar product of the United States Is entered in New York State and Michl-Lenichford, J. C. Powers, secretary, V gan. It is proposed to make this city one of the main distributing points of the country. It is thought that there will be no objection on the part of the subscribhis committee that the fund was raised | ers to the land fund to deeding the reestablishment of such a plant as it desires. This will probably be done within

PLANS UNDER WAY Herral July 10.1903

THE RECEPTION COMMITTEE

paring for Canal Convention.

Prominent Speakers Will Address the Meetings Among Whom Are Three Senators - Mayor Will Deliver the Address of Welcome - Names of

Plans for the convention to be heli inder the auspices of the local Chamber f Commerce to oppose the \$101,000,000

"The New York State Grange of Pa trons of Husbandry, and all subording granges throughout the state are re-quested to send such delegates as may be

is earnestly hoped that there may he a large and representative gather in or the facughtful and conservative man of the state, who may be trusted to take

Hon, Henry C. Brewster, Chairman

ort J. Gallup.
mes S. Graham.
B. Graves.
B. Hathaway.
B. Hathaway.
B. Hathaway.
B. Hotchkiss.
ank F. Jones.
m M. E. Lewis,
nici B. Murphy.

Will Attend the Convention.

As the time for the anti-barge ca

Herned July 141903.

of Hus-

STATE CONVENTION OF OPPONENTS OF BARGE TESTO HAVE SHEIR EYES DOOKS COLLECT CANAL PROJECT TO BE HELD IN ROCHESTER

tends to all persons sharing its views an invitation to attend a state convention, to the held at the rooms of the Chamber of Commerce in the city of Rochester, Tuesday, July 21, 1965, for the purpose of oreating an organization for the more effective management of the work of the campaign. Opponents of the \$101,000,000 barge

Brown, William D. Barnes, James B

McEwan, Albert T. Fancher, Frank J. Lefevre, George R. Malby, Franklin D.

in Coming Fight.

CHAMBER OF COMMERCE ACTS

Herned, July 3, 1903

the Atlantic to the Great Lakes is propoming convention in this city will sition to the barge canal project: er, William W. Armstrong, Walter I

TO OPPOSE CANAL Rochester Will Be Headquarters

Invites Business Men, Politicians, State To Attend a Convention in have not been carried away with the no-This City on July 21 To Plan for De. tion industriously propogated in that

paign.
"The New York State Grange of Paquested to send such delgates as may be are also requested to send delegates, "It is earnestly hoped that there ma be a large and representative gathering of the thoughtful and conservative men of the state, who may be trusted to take

"THOMAS B. DUNN, "JOHN M. IVES,

"Rochester, N. Y., June 30, 1903." trenuous in its opposition to the pro oosed barge canal, ever since such a play was first advocated. In reference to the said to a Herald reporter yesterday aft

osed to all canal projects. On the con-rary we would heartily indorse proper lans for a canal in this state. The Manufacturers' Association seems to think that we are opposed to any chang in the canal system in this state and i frighten us into supporting the barge canal. They are wrong when they say we do not want a canal. We do want ine. But the proposed barge canal would be of no benefit to us. By the time it could be built and made ready for use. t would be out of date. What we want a canal that will last forever. Buffalo ourse would benefit by the barge cans t is a case of Buffalo and New York

to see this completed. Moreover, if there to be a canal built, we want the

United States to build it.
"We intend to make Rochester headquariers for fighting the barge canal. It is intended to distribute various kinds of literature on the question from this city een sent out for the coming convention

views in reference to the article on "City

posed of. A ship canal through the state would accomplish this end; so would railroads built around the city. We say

such a barge canal as the one propose "Su-ely," observed the New York city, that the Federal government can be induced to build a ship canal for our benefit across our state." Surely New

INTEREST IN ANTI-BARGE CANAL PLAN

The Coming Convention is to be Largely Attended.

Letter from Secretary of State Grange Says He'll be Here, With Many Others.

Inexpected Enthusiasm in the Efforts Being Put Forth to Block Gov. Odell's \$101,000,000 Barge

Canal Scheme.

Letters are now beginning to pour in pon Secretary Ives of the Chamber of Commerce from people who are to be here to attend the convention of those who oppose Gov. Odell's \$101,000,000 barge canal plan. It looks as though a senti-

ment was being aroused that would snow the measure under in November. Since the circular letters of invitation were sent out last week calling upon all who are against Gov. Odell's scheme to assemble in convention in this city, July 21st, some curiosity has been manifested as to the number of people who would acept the invitation. The re-sponses have fully met the expectations of those back of the plan. The letters that have been received are most enusiastic and show how intense is the

Among those who have answered is Secretary W. N. Glies of the State Grange. Mr. Glies lives in Skaneateles. He wrote an interesting letter to Secre-tary Ives, telling him how strong is the proposed barge canal, and pledging sup-port to the convention. Mr. Giles will be in attendance, and Secretary Ives has and we will place several extra clerks int the assurance that many others belong-

Another thing that shows the awaker ing of interest is the number of persons who are writing from all parts of the state for information regarding the scor of the work to be accomplished at the convention. They are writing for circulars and other matter which circulars and other matter which they can distribute among the peo-ple of the rural districts. It is expected that the rural populace will turn out a heavy opposition to the measure. The invitations sent out number fully

All of the county granges throughout the state have received in-vitations to send representatives and the bankers are also supposed to be present in force, as special invitations have been extended to them. The banking interests of the state are heartily in accord with the views expressed by the Chamber of Commerce in their circular letter and they will lend their support almost to a

Senator Merton E. Lewis is one of the members of the Legislature who signed the circular sent out in opposition to the barge canal idea. He is heartily in accord with the objects of the coming convention. He is certain that the results will be far-reaching and that the resointions of the county granges and other bodies will be centralized in the Roches-ter convention and made more forceful than they otherwise would be.

The present plans contemplate a convention lasting one day, but it may be necessary to extend it for several days. The delegates are asked to report at

ADVERTISER: MONDAY SCOLDED BY G. H. RAYMOND That Someone Has Planted Ship Canal Seeds Here and is Diligently Trying to Water Them.

be given public utterance at a meeting to be held in the Chamber of Commerce, July be led in the Chamber of Commerce, July 21st, has seemingly aroused the Buffalo and New York adherents of the plan, judging from the statement of G. H. Raymond, of New York, to newspaper representatives at Buffalo. Mr. Raymond is quoted in part as follows, regarding the alleged negative feeling of "some people in Rochester." as Mr. Raymond has it. Said Mr. Raymond:

"The position of some people in the city of Rochester who are seeking to committhat great and prosperous city against canal improvement is astounding. Their efforts will certainly fail and those who are seeking to carry out this plan will find before November that they have made one of the most serious mistakes, as indi-

ADVOCATES OF THE PRO-

and before November that they have made one of the most serious mistakes, as indi-viduals and an organizations, that they have made in many years.

"The most remarkable state of affairs exist in Rochester. The interests which

oppose canal improvement have, by some of Rochester, and an effort is being ma on the part of those who are watering those seeds to make it appear that a ship canal would bring unaccountable wealth and prosperity to Rochester, but the 1,000-ton barge canal would bring sor row and desolation in its wake.

dicrous, and many of the thinking people of the city are beginning to understand this matter very thoroughly.

survey has ever been made by the United ocean vessels. If such a canal were built, it would, of course, be around Niagara. Falls into Lake Ontario, thence by the than it would be to the people who liif built, would find its outlet through Oswego and would also be absolutely of no value to your city. It is utterly business interest between Buffalo and Syracuse from the building of a ship canal, and yet there are some people in Rochester who are for their own interests

feat the 1,000-ton barge canal. They are laughing in their sleeves to see how nic ly things are working in Rochester to de-feat the barge canal, by talking a ship canal, and they must also smile at the

"If \$10,000,000,000 was expended in ship canals from the lakes to the sea, not a penny would be expended in Monroe coun-ty. The 1,000-ton barge canal, which will preserve the existing benefits to Roche tically one-seventh of the entire \$101,000, 000, and the largest sum which will ba ex-

Dem. 5 Known. July 7/63 Many Residents in Towns West of Here Now Do Shopping in City.

The train from Waterport to this city on the Rome, Watertown & Ogdensburg the request of the residents west of this city, which request was made through the Chamber of Commerce, is proving to be very popular with the inhabitants of the towns along its route. Each day brings in a fair sized train load, and two or three times a week the crowd is even larger, owing to the habit of the residents of

coming in to shop occasionally.

Before the train in question was put or it was impossible for those people living between this city and Waterport to reach the city before 11 o'clock in the morni and if they wanted to get home the sa day they had to leave at 4:40 P. M. N possible for them to reach the city 8:35 A. M., which is ample tim all ordinary business. Going back, the train leaves at 6:25, which permits the train leaves at 6:25, which permits the travelers to go to a matinee or a ball game, or to transact more business than they could otherwise. The train enters and leaves the city at the New York Central station, instead of at the State street station, and goes by way of Charlotte. The towns which it accommodates are, besides Charlotte, Greece, Hilton, East Handin, Hamlin, Morton, Kendall, Kent, Carloss and Waterport.

Giles, respectively. Secretary Ive has received many letters from interested citizens of the state signifying their intention of being present. The full programme for the if possible, defeat the extravagant con

be recorded by an official st The speeches will be print

feating the Barge Canal Project. Rochester will be hendquarters for the opponents of the \$101,000,000 barge car Such is the intention and plan of Rochester Chamber of Commerce, whi has decided to take the initiative in fighting the proposed plan for such canal to be submitted to the voters; the next election. With this in view, the Chamber of Commerce has planned it hold a convention of opponents to the canal in this city on Tuesday, July 2 and yesterday sent out the following clauser with the convention of the con

ster not being in favor of al at a cost of \$101,000,000, which

York business men have not been carried away with the notion that Rochester business men should tax themselves Buffalo and New York. Hered 7/9/13

hamber of Commerce of the city

rives it a new and splendid As a meeting to organize by. To continue its ab-

ofty in the position it has

ason for the at-

Da

Can

P

ISS: THURSDAY AFTERNOON, JETS 2, 1903. HAVE CHEIR E

ROCHESTERETURN

Through the efforts of the Rochester Chamber of Commerce and the leading citizens of this town, a new train has been put on the R., W. & O. Division, running between Rochester and Waterport, stopping at all intermediate stations, and landing passengers in the New York Central Station on Central Avenue.

Will you please advise all your friends to give as wide publicity as possible to the running of this train, and patronize same, that it may be continued. Heretofore the train eastward started too late, and the train westward too early. Now visitors to Rochester can be better accommodated. Jurors and others interested in the courts are not now compelled to stay over night. Ample time is also now given for trading and to attend matinees and base ball games, reaching home early in the evening of the same day.

FOLLOWING IS THE RUNNING TIME OF THE NEW TRAIN

FOLLOWING	1 1	0 1	IIL	1//	0111111	o mile o			150	
EASTWARD A.M.					WESTWARD P. 1					
WATERPORT			-		7:10	ROCHESTER,			9	6:2
CARLTON,		=			7:16	CHARLOTTE,				6:5
			*		7:21	GREECE, =	2		=	7:0
KENDALL,				4	7:30	HILTON, -				7:0
MORTON,	£		-		7:35	E. HAMLIN,	=			7:1
HAMLIN,				=	7:43	HAMLIN, =				7:1
E. HAMLIN,					7:49	MORTON,			*	7:2
HILTON,					7:55	KENDALL, =		0		7:3
GREECE,	ž.		9		8:00	KENT,	=		*	7:4
CHARLOTTE,				-	8:10	CARLTON, -		#		7:4
ROCHESTER,	*				8:35	WATERPORT,	=		*	7:5

TER TRAIN SERVICE.

& O., and doing business Heretofore the eastbour t Waterport too late and r ig to visit Rochester. No

Anti-Ganal Convention

n to be held under the suspices of ester Chamber of Commerce, Joly 'nues, as letters are being received' from those who are in favor of the who state their intentions of he-G. Landon, of Stattsburg, have oppone it they will be present. The Such is be Grange has sent out a cir-Rochester imbers requesting that they has deather.

hold a convention of opp anal in this city on Tues, and yesterday sent out the fo

hamber of Commerce of

Brilliant Speakers Will Be Presented at the Convention.

HOTELS TO REDUCE RATES Hernet July 1 Vi 1708-

Reception Committee of the Chamber of Commerce Has Secured Special Inducements for the Accommodation of the Incoming Delegates - Proceedings Will Be Printed. According to Hon. Henry C, Brewste

chairman of the reception committee appointed to greet the incoming delegate to the artion next tion next Tuesday, the meetin of protest will be of more than passing interest and enthusiasm.
Public spirit of Northern and Western New York will be fully in evidence the floor of the Chamber of Commerce remain in session and pamphlets which will preserve a record of the proceedings and the speeches will be thrown broad-

cast in every section.

"We have received two letters to-day which insure the convention two more able speakers," said Mr. Brewster, "One was from Senator Frederick D. Shaw of Attica, saying that he would not miss the opportunity of hearing views expressed which sa fully coincide with his. pressed which so fully coincide with his; the other was from Assemblyman Fran-cis G. Landon of Duchess County, in af-

feet saying the same thing.
"The convention will undoubtedly be a large one and the argument in favor of the canal deal will be punched full of holes. The committee has made arrangements with the hotels of the city whereby a uniform reduced rate has been as-

"Speeches that have already been de-livered on the canal subject and those to be delivered next Tuesday and Wedoted by it nesday will be taken by stenographers

lets, with a full record of the proceedings of the convention will be sent to every part of the state to assist in throttling the monumental scheme to turn so many allions of the people's money into in-ested capital for the benefit of a few by Many Notable Men of rininal monopolists. Among those hich have already been turned into iterature of the anti-burge canal cam-Present and Proposed Waterways in the tate of New York,' which was delivered before the Chamber of Commerce pril 6 last. Numerous dispatches cuiled rom the newspapers since this agitation canal convergan and all the best of the editorial Wednesday. ent upon the subject has been gath-

"Interest in the subject has grown to the acute stage and the bulk of the senti-ment rests with the opposition and gainst the expenditure of such "ast

TO PROPOSED BARGE CANAL

July 15-1903 Ithaca Will be Well Represented at the Coming Convention in This City

Attraction at County Fairs

This Fall.

stands ready to do its part in the building of it.

that the 1,000-ton barge waterway

gard it as sincere. It puzzles even anti-callat that staggers some of them is the limit of the

one understands that there is not a single titude of this Rochester organization. To secret to those who understand the local si

The personal interests back of the barge canni

The action of the Rochester Chamber is so breational that few re-

It is believed that to provide formidable competition against the rain roads, in the face of the marvelous growth of their ability to provide cheap transportation, it is futile to undertake such a job as the pro

posed barge canal, the possibilities of the cost of which are wofull indefinite and which gives promise of loading the state with a stagget

ing debt burden with not uncertain prospects of the inadequacy of the

work. A State railroad is a far more feasible project for New Yor

State, it being estimated that the railroad could be built at the cost of

\$20,000,000. The best intereats of the State of New York will not t served by a barge canal. If a canal is needed to serve widesprea

interests throughout the northern section of the United States, th

federal government should be interested in it, and New York Stat

the State.

ception committee appointed to greet ne incoming delegates to the anti-barge

"We have received two letters which insure the convention two more able speakers," said Mr. Brewster to-day. "One was from Senator Frederick D. Shaw of Attica, saying that he would not miss the opportunity of hearing views expressed which so fully coincide with his; the other was from Assemblyman Francis G. Landon of Dutchess county,

in effect saying the same thing."

Secretary Ives has received information that a special meeting for the purpose of selecting delegates to the antibarge canal convention was held yes-terday afternoon by the Ithaca Business Men's Association. All persons attend-Men's Association. All persons attending the session expressed great expectations of the proposed convention and addresses in favor of the convention were delivered by several speakers. The delegates appointed were Prof. D. C. Lee of Cornell University and R. G. H. Speed, president of the Tompkins County Fire Insurance Company.

A sensible suggestion was made in a letter received from a Lyons gentleman by Mr. Ives to-day. The writer stated he thought it advisable to have speakers address audiences at country fairs

address audiences at country fairs address audiences at country fairs during next fall and explain the barge canal proposition to the farmers. The gentleman also thought it addisable to have as many representatives of state granges as possible attend next week's convention so that they in turn may be stope to show the rural voters of the state Discussion of the Subject as an genre to show the rural voters of the state

Strong Anti-Barge Canal Senti- | Speakers Will Be Sent Out to ment Develops.

STRENGTH OF 7,000 AGAINST IT.

John Klasel Association and the Active Workers Republican League, Buth of Bracklyn, Will send Delegates to the Convention Next Tuesday.

A prominent member of the Rochester hamber of Commerce received this orning a letter from Robert Spitzer, ment is securing a strong foothold in hat borough of the greater city which has heretofore been viewed as one of the stanchest bulwarks of the promoters of the proposition. Mr. Spitzer writes the county that are opposed to the canal im-provement as contemplated. The John Kissel association which controls three thousand votes, is one, and the Active Workers' Requibilizer league, with a voting strengl' the five thousand, is the other. Both of these organizations, Mr. Spitzer writes, are largely composed of active young men. While the membership of the two associations only aggregate seven thousand, it is estimated that their adherents and those that they can each, amount to as many more voters. shtedly have great influence among receive ten delegates from each of

xt Tuesday. Secretary Ives will write Mr. Spitzer stating that the chamber Il be pleased to receive the delegates. Senator Merton E. Lewis, in conversaon with a Post Express reporter this orning, stated that Mr. Spitzer's letter ent far toward demonstrating that the d received advices from Buffalo which

e New York State Grange; nes, of Canandaigua ong, of this city; Senator Y. McClintock and George W ivil engineers of this city Duncan C. Lee, of Cornell t and Hon. Francis D. Langdon, ous of the convention two day

Thomas B. Dunu, as president tochester Chamber of Commerce all the meeting to order. Mayon beck has accepted an invitation pening of the gathering.

CALL FROM STATE GRANGE

he secretary. One of the matters that fill be discussed at the convention is a dan to conduct an active anti-barge anal campaign at the various county airs held in the state early this mil airs held in the state early this full tepresentatives of the various granges ho attend the convention will be asked make arrangements to send speakers

Secretary Ives, of the Chamber of Com-merce, received a letter this morning from R. G. H. Speed, president of the Tampkins County Cooperative Fig. Incering Monday night for the special ion was adopted tion in this city next

DVERT EXPRESS: THE POST EXPRESS back because of possible changes, having it in charge thinking it best to out only when correct.

TWO ORGANIZATIONS, WITH VOTING TO SHOW ABSURDITIES OF PROPOSED BARGE CLNAL.

> Franklinville Wants as Orator to Face Buffele's speliblading Champou-Chamber of Commerce is Attacked by "Journal of Commerce."

> > In a letter received by Secretary Ives of the Chamber of Commerce this morn-

astion this fall all over the interio

c, writes that he will represent that

NTI-CANAL CONVENTION, Urging Attendance.

wanton and opposed to the carge canal proposition, as a same calciprise;

We, therefore ask, and especially urga, that every grange, as far as possible, ask range to be represented at that convention, by one or more active and energetic delegates, and that as many volunteer delegates as possible attend.

The communication is signed by the master and the secretary of the State

master and the secretary of the State Grange, Messis, E. B. Norris and W. N. Secretary Ive. has re-

tion to be held in this city. The communi-cation states that while there was some difference of opinion at the meeting, the majority stand in favor of the movement

1903 CONVENTION July 17 th the Legislature Will Be Present -Reduced Rates Offered by All the Railroads.

The rallroads have arranged for half teet in this city on Tuesday. The gend passenger agents of the New York entral, the Lehigh Valley and the Erle we already notified their representaives of the cut rates and it is expected hat the same action will be taken by the uffalo. Rochester and Pittsburg to-On the Central and the Eric the tickets will be good from July 20th to 22d. On the Lehigh Vailey, an additional exten ion of one day will be given in cases where a ticket is purchased at a point 100 niles or more distant from Rochester. Secretary Ives continues to be over shelmed with letters of acceptance of he general invitation to the convention cent out by the Chamber of Commerce The number of state senators and assem blymen who will attend, will aggregate a score. A communication was received this morning from Assemblyman C. C. Harvey, of Dundee. In the course of his

ates county are strongly anti-canal. hope to be present at the meeting and assure you that I am heartly in harmy with any movement for the educawhich can only result in the defeat of the

Elmira that there will be a large dele-gation from that city and county to the

An anti-canal meeting, under the management of the state grange, was neld at Utica yesterday. A committee convention, Elliot B. Norris, of Sodus, master of the state grange, was one of the speakers at the meeting. He char-acterized the movement for the proposed barge canal as a contemplated steal of the money of the taxpayers of the state. County Engineer McClintock, in a conversation yesterday regarding the proposed improvement, put a new phase on the propect. Once the canal is assured, he declared, emigrant ships, coming from foreign shores will be filled with Imported labor of the lowest type which could be worked at haif the American rate of wages. "More than 40,000 men," said Mr. McClintock, "wielders of the pick and shovel, not counting skilled trades and the men required to manipu-late the machines and dredges, will be necessary to complete in seven years the vast work proposed. When the canal is finished, the territory along its route will be saddled with the affliction of this great army of the then unemployed."

LOW RATE SECURED 7-17 1903 __ wfa New York Central Assisting to Make the Anti-Barge Canal Conven-

tion a Success.

District Passenger Agent J. C. Kalbfleisch of the New York Central has re-relved word from General Passenger Agent George H. Daniels, notifying him that the road will sell one fare transportation from any point to this city good for three days, commencing Monday, with a minimum rate of fifty cents. The telegram is as follows:

sell reduced tickets to Rochester on account of the anti-barge canal convention. Tickets will be good going on July 20th and 21st, and returning on or before July 22d, for one fare, with a minimum rate of fifty cents."

ssary, on the day following, continues, Secretary Ives receives many letters from those who are to attend, pledgether support of the movement. The York State Grange has issued the following letter to its members:

The intensity of the interest in the canal question is evidenced by the letters received daily by Secretary Ives of the Chamber of Commerce. One received yesterday from John M. Kales, vice-president of the Flanklinville. N. ing letter to its members:

Nevers, The Rochester Chamber of merce has issued a call for a convention whell in that city on Joly 21st, of all option of the account for honding the state the purpose of the construction of a canalt only have especially layted thiste. Grange and all Subordinate and offering to send delegates to said outloon and, erosay. The State Grange and all dinate granges, as far as heard from the state dinate granges, as far as heard from the granges, as far as a fear of the granges and all dinate granges as far as heard from the granges, as far as a fear of the granges, as far as possible, as for as possible, as far as possible.

the fair association would guarantee the attendance of a crowd.

The Eric, Lehigh and Pennsylvania roads have also made special rates for

In a letter to Mr. Ives. Hon. C. C. Harvey of Dundee says: "Allow me to say that the voters of Yats: county are strongly anti-barge manal. I hope to be present at the convention and assure you I am in harmony with any movement to educate or enlighten the vote if possible, defeat the extravagant canal

J. Young of Elmira the writer, who is President of the Chemung County Agri-cultural Society, states that a large dele-gation from Elmira will attend the con-

BARGE CANAL FIGHT TO BE A WARM ONE

Large Attendance Assured for the Gathering to be Held Next Tuesday.

Delegates from All Sections of New York State to be in Attendance,

Many Prominent Speakers are to Address Big Convention Arranged by the Rochester Chamber of Commerce.

Plans are practically completed for the anti-barge canal convention which will be held in this city next Tuesday under the auspices of the Rochester Chamber of Commerce. The gathering promises to be a large one. Should the assembly hall of the Chamber of Commerce not be large enough to accommodate the delegaves the sessions will be held in Flichugh Hall. It is probable that a convention will be held there next Tues

letters received daily by Secretary Ives, will be represented, professional gentlemen, bankers, legislators, as well as all branches of the New York state grange Nearly thirty state senators and assemblymen have announced their intentions

of being present at the gathering. be delivered by Mayor Rodenbeck at the opening session to be held at 10 o'clock next Tuesday morning. Addresses will be delivered by Senators Baines, Malby, Lewis, Armstrong, Brown and Wilcox and Assemblyman Langdon, as well as other state legislators. W. N. Glies, scoretary of the New York state grange, will also speak. Another speaker whose address is being looked forward to with much anticipation is Editor Platt of the Poughkeepsie Eagle. The other local speakers will be County Engineer Mc-Clintock and George Rafter, who is a civil engineer of much ability and has devoted much study to the canal problem. Sessions will be held at 2:80 o'clock Tuesday afternoon and at 8 o'clock in the

vening.

Those in charge of the convention wish it understood that persons wishing to attend the gathering will not have to present any credentials to ticket agents in order to secure reduced milroad rates, but their verbal declaration that they are to attend the convention will be suffi-cient. One fare for the round trip has been announced by the New York Central, Lehigh Valley, Erie and Pennsylvania railroads. Tickets will be good going July 20th and 21st, and returning on or before July 22d. In the case of persons traveling on the Lehigh Valley railroad, where they return to a place 100 or more miles away from Rochester their tickets will be good until midnight

This morning Mr. Ives received a copy of resolutions condemning the barge canal proposition which were passed at held last evening at Herkimer. The subject of a barge canal was also debated, the close of the argument as to which with the result of more than two to one

for the negative side. At a Liesting of the Watertown Grange No. 8, held yesterday at Watertown, reso. lutions condemning the barge canal were adopted, in which it was stated that the feat the Davis-Bostwick referendum bill. and wished to be placed on record as

passage. Anti-barge canal resolutions were also adopted at a meeting held vesterday by the Natural Bridge Grange, No. 497, Pa-trons of Husbandry, Delegates to attend next week's convention were also appointed. Similar resolutions were adopted yesterday at a meeting of the Dress. erville Grange, No. 908, Patrons of Husbandry. Many members of this grange announced their intention of attending the convention.

The proceedings of the convention will

DEEP INTEREST IN MEXT WEEK'S CONVENTION IN ROCHESTER.

colver Copies of Resolutions Against Project - Mass Meeting May Be Held Tuesday Night.

state have been holding special egates to the anti-barge canal conwn grange, one of the largest subordi-

Whereas, The Davis-Bostwick referen-lum barge canal bill that passed the last egislature is to be submitted to the elec-ors of this state at the general election in November next, for an appropriation of

neartly in accord with the movement to de-feat this bill, and wishes to be placed on record as pledged to do everything in her sower to prevent its passage.
Resolved, That our secretary be requested o forward a copy of this resolution to the lecretary of the Chamber of Commerce at

epresentatives to the convention. Secretary Ives has received also a copy of resolutions adopted by Natural Bridge grange, 97, of Natural Bridge, N. Y. The resolutions set forth that the grange is hearfily in accord with the work to defeat the movement for a

enterprise and to do all in its power to over-throw the project at the forthcom-ing election. The grange adopted resolutions heartily commending the plan for a state anti-barge canal convention

The chamber has arranged to it is possible to utilize the Cham-

night are under consideration. This matter, Secretary Ives said this mornf out-of-town delegates proves to be as

large as is expected.

No formal programme for the convention sessions has been arranged. In this connection Secretary Ives said this

"This is to be a convention of the peo-ple. There is to be no slate, no cut-and-dried programme."

ster on July 21st and 22d on account of amounts to more than 50 cents.

promoters to stem the fide of opposition to the project has been unearthed be Secretary Ives, of the Chamber of Commerce. A direular, evidently printed with the idea of creating the false imculated in the past week in the shops of Rochester. It attacks the members of the Rochester Chamber of Commerce for scheme. One of the headlines in the cir-cular reads: "Why Skilled Mechanics are Constantly

Coming to Rochester in Search of Work -And Not Finding It."

The gist of the circular follows:
The Rochester Chamber of ce is endeavoring in every way possi

that the law of supply and demand rest unites the price, and propose to see to little the demand never exceede the supply—so that the price will not go only only the people next November 1 the proposition is interested by the people next November 1 the proposition is interested by the people next November 1 the proposition is interested by the people next November 1 the proposition is interested by the people next November 1 the proposition is interested by the people next November 1 the proposition is interested by the people next November 1 the proposition is interested by the people next November 1 the proposition is interested by the people next November 1 the proposition is interested by the people next November 1 the proposition is interested by the people next November 1 the proposition is interested in the proposition in the proposition is interested by the people next November 1 the proposition is interested in the proposition in the proposition in the proposition is interested in the proposition in the proposition in the proposition is interested in the proposition in the proposition in the proposition is interested in the proposition in the proposition in the proposition is interested in the proposition in the proposition in the proposition is interested in the proposition in the proposition in the proposition is interested in the proposition in the proposition in the proposition is interested in the proposition in the proposition in the proposition is interested in the proposition in the proposition in the proposition is interested in the proposition in the proposition in the proposition is interested in the proposition in the proposition in

or against them?
"This canul improvement is a labor proposition because it means the ex-

higher wages and hence opposes the canal improvement. Are you with them

In an interview Assemblyman Burnett, "This cannot improvement is a labor consistion because it means the extenditure of more than \$75,000,000 in tailon with the Chamber of Commerce representatives, and have been co-operating with

penditure of more than \$15,000.000 in wages. It has been endorsed and recommended by the leading labor bedies of the state. It should appeal particularity to the workingmen of Rochester because of the fact that in the improvement more money will be expended in Monroe county than in any county in the state. A vote for labor's prosperity for the next six years, a vote for the canal improvement is a vote for labor's prosperity for the next six years, a vote for the public ownership of public utilities and a vote against monopolies."

Secretary Ives says this circular is sent out from the headquarters of the barge canal promoters in Buffalo and that organized labor has nothing whatever to do with its circulation.

PLANS FOR ROCHESTER CONVENTION

Meet Here To-morrow.

MANY PROMINENT DELEGATES

Distinguished Legislators Will Come From All Parts of the State To Organize the Movement Against Canal Project-Mass Meeting at Fitzhugh state. Hall To-morrow Night.

raigned for the anti-barge canal convention that will convene in this city totion that will convene in this city to-morrow in response to the call of the Rochester Chamber of Commerce. When the call was first issued about three weeks ago signed by the president and secretary of the Chamber of Commerce, 12 was not anticipated the convention would attract as many delegates and tion and that the meeting will crystal-ize all canal opposition, so that an ag-gressive instead of a defensive fight will

be made at the polls this fall.

Every railroad centering in Rochester has offered a half fare rate to the city. good for to-day and to-morrow and reof people will come to Rochester this week, taking advantage of the excursion

vertised through the granges of the state and dozens of resolutions have been received from every part of the state. Many will send delegates, and others have adopted resolutions in opposition to the plan.

ceived from most of the members of the state Legislature outside of New York convention will be selected mainly from the legislative delegation that appears Among the Senators who are expected here are: John Raines, of Canandaigua

by, of Potsdam: Franklin D. Sherwood, large number of Assemblymen from lines, New York and Buffalo standing almost along for the \$101,000,000 canni proposition. The rural districts and the other cities of the state are declaring

convention will be stenographically reported and issued in pamphlet form, so that a most valuable campaign docu-ment will thus be made for general distribution throughout the state this fall,

The original call was for a one-day convention, and the intention was to hold the meetings at the assembly room of the Chamber of Commerce since the response has been so much greater than was anticipated, it is now expected the essions will contine for two days, and it is possible the assembly room will be found too small for the meetings, in which event Fitzhugh Hall will be rented. It is proposed, in any event, to hold a mass meeting at Fltzhugh Hall to-

morrow hight, when some or the promi-nent delegates to the convention will make addresses.

The Rochester convention has stirred up a great deal of bitterness and opposi-tion in Buffalo and New York and the newspapers of both cities have hed much to say about the convention, im-

morrow night, when some of the promis-

Men Who Oppose Barge Canal of the state will have special representatives here to report the accordance to the state will have special representatives here to report the state will have special representatives here to report the state will have special representatives here to report the state will have special representatives here to report the state will have special representatives here to report the state will have special representatives here to report the state will have special representatives here to report the state will have special representatives here to report the state will have special representatives here to report the state will have special representatives here to report the state will have special representatives here to represent the state will have special representatives here. of the state will have special represen-tatives here to report the convention, and the proceedings will be widely ad-

> stituted a vigorous plan of campaig gainst the proposed canal appropria The crusade started in Rochester, an the organization that will be perfected here this week promises to sound the death knell of the barge canal in this

CALL FOR CANAL CONVENTION

cost of \$101.000.000, which proposition is to be submitted to the electors of the state for their approval at the general election of the state will be promoted by sharing in its views an invitation to attend a state convention City of Rochester, Tuesday, July 21. 1903, for the purpose of creating an organization for the more effective management of the

subordinate granges throughout thought desirable. Chambers of commerce and boards of trade in quested to send delegates. It is sition as will best conserve the

T. B. DUNN, JOHN M. IVES, Secretary.

Carpenters and Joiners Express Themselves on Barge Canal Question.

The labor element in Rochester is beginning to take an interest in the barge canal question. In Durand Hall last night, Local Union, 72, Corpentors and Injust Local Chiom, 12, traspectoring and Joiners, held a meeting and passed resci-lutions condemning the attitude of the Chamber of Commerce on the canal en-largement problem.

The resolutions are as follows:

The resolutions are as follows:

"Resolved: That the corpectors and joiners of Rechester, at least as represented in Local No. 71, refuse to recognize the the Cheap Labor Bureau, dignified by themselves as the Chamber of Commerce; the only medium through which the voters of Rechester and the County of Mouroe can express themselves on the question of canal enlargement. And he it further

"Resolved, That a committee of three be appointed to report to this union not only on the canal enlargement question, but also on the legal standing of the Cheap Labor Bureau, which assumes to speak for the antramyeled American

such to say about the convention, imperior the untramiteled American and the City of Rechester and the City of Mouro:

Central Library of Rochester and Monroe County

IN ANTI-CANAL CONVENTION TO BE HELD HERE TO-MORROW

Democrats and Republicans Alike Will Protest Against the Extravagance and Impracticability of the Colossal Scheme.

Reasons Why the Voters of the State Should Cast Their Ballots Against the Proposed Constitutional Amendment at the Coming Election.

That the anti-barge canal convention told that the class of freight handled on

be accommendate the demonstrated in the following interpolar particles and the following interpolar particles and the following particles are also in the convention. It is a nature entirely not be a convention. It is a nature entirely not be a convention. It is a nature entirely not be a convention. It is a nature entirely not be a convention. It is a nature entirely not be a convention. It is a nature entirely not be a convention. It is a nature entirely not be a convention. It is a nature entirely not be a convention. It is a nature entirely not be a convention of the extension of the of the ex

"For its \$101,000,000 or more the state, therefore, is to get five more feet of war ter, larger locks and a canal boat magnification of the canal debt? At Buffalo and in nifled four times. Such boats will not be large enough to navigate the lakes, be large enough to navigate the lakes. tend to increase the volume of it and the earnings of these transfer proper-

"Quite naturally, the men who are the stockholders and officers of these dividend paying concerns favor the barge canal and are paying the cost of the present campaign for the project. Every 1,000,000 tons of grain brought to the seaboard by that route on an enlarged canal means \$780,000 added to the gross earnings of these companies and individuals. Therefore, while the president of the Chamber of Commerce of Rochester of the Chamber of Commerce of Rochester of the Expectation is to be spent in Monroe county, it is an evidence of human nature that the president of the Baffalo Chamber of Commerce (until recently the Merchants' merce (until recently the Merce of Roches (until deliver the well did the minut

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for people that a canal boat built a true more substantially than the proposed 1.— View of the p

"With a delightful disregard for facts, in canal partisans go on day after day elling the people that all the civil enincers of standing favor the 1,000-ton inder those direction the survey was

They will be a little transshipment of all haul from Buffalo to New York. These the hoat crews get back the money he

pays out in canal taxes ! "The answer must be clear to anyone Quite naturally, the men who are the dieed eye. The \$101,000,000 is the most

nts a ton paid for elevating and light-

semblymen, representatives of boards of trade from most of the inland cities and towns of the state, a large delega-tion of grangers and the general officers

made for the proposed harge canal. He was chosen by State Engineer Bond as one of the best equipped mea in America for such a work. This is what he said:

That the anti-barge canal convention told that the class of freight handled on the canal belongs in what the classification waters [the Great Lakes and the ocean] the canal belongs in what the classification waters [the Great Lakes and the ocean] can hope to secure great commercial importance unless it can accommodate the onstrated in the following interview given by rail or by water.

"It inkes a full week for a cargo to form the second travel by cannot from the full to New of money for so-called improvements of the present canal is to be discouraged as an account of the present canal is to be discouraged as an account of the present canal is to be discouraged as an account of the present canal is to be discouraged as an account of the present canal is to be discouraged as an account of the present canal is to be discouraged as an account of the present canal is to be discouraged as an account of the present canal is to be discouraged as a convention without the present canal is to be discouraged as a convention without the present canal is to be discouraged as a convention without the present canal is to be discouraged as a convention without the present canal is to be discouraged as a convention without the present canal is to be discouraged as a convention with the present canal is to be discouraged as a convention with the present canal is to be discouraged as a convention with the present canal is to be discouraged as a convention with the present canal is to be discouraged as a convention with the present canal is to be discouraged as a convention with the present canal cana

The convention will be called to order by Thomas B. Dunn, president of the project, he declared, had been of the Rochester Chamber of Commerce.

Mr. Dunn will provide briefly and will ston ever since the chandler began its the delegates. A temperary chalman will be chosen by the delegates, who will be chosen by the delegates, who will barge reand, sent with the request that they be adopted, have been freely circles on permanent organization and been ratified adjournment will be taken | The Hon. E. B. Norris, of Sodus, Wayne

Hudson for a bit less than \$279,000,000. They five assured a reporter for a pit the delegate from Albany county. This channel could accommodate the vesual fit inquire of anyone in the shipping and transportation business, he will be to carry their cargoes right to tide water. It would destroy the profits of the clevator. The delegates," declared one prepared. "The delegates," deciared nuslpess

freight at Ruffalo and again at New York. Under state law the elevators at Buffalo and the lighterage companies at New York now collect a toll of 78 cents a ton for handling the grain at the termini. The barge canal cannot interfere with that profitable industry; it will the heat crews get back the money he law to the constant of the canal project and report back to the canal pr



HON, HENRY C. BREWSTER.

hairman of the Reception Committee ut with a reply to a report that has been reely circulated in the past few days by the barge canal promoters to the ef-ect that the railroads of the state are engineering the convention to be held here to-morrow and are footing the bills. Here is what Mr. Norris has to say:

whole barge canal scheme is being engi eered by the railroads. The corpora

"Is the grange in favor of a ship thal?" was asked. "Yes, if the United States will build

was Mr. Norris's answer. continuing Mr. Norris said he under-iod that the Rochester Chamber of mmerce was footing the bills for the The grange delegates, sald, would pay their own way.

DEEP WATERWAY PROJECT.

erway from tidewater to project; if the general government will

and president of the International Deep Waterway association. The letter is in response to one from Secretary Ives Mr. Howland takes the stand that his association would not now be in favor of having the Erie canal enlarged in the nanner proposed. He believes it scheme and which would be of infinitely

more value to the commerce of both the United States and Canada. In the course of his letter Mr. Howland says: 'I do not think it proper to actively information. I should like to define the noting action favorable to the deepest actical waterways by the best routes

rom the Great Lakes to the scaboard."

The writer goes on to say that at the convention held in Cleveland by the inational association in September 0,000 appropriation, was presented for nmended the appointment of an interubject. Satisfaction was expressed in ne movement in the state of New York oward lessening cost of transportation tidewater by improving the Eric

Continuing, Mr. Howland says:

NOT A PRECEDENT.

I think it is safe to say that the apely minor project of 1895 cannot be dorsement could be obtained. The first ason is the increased scale and corre-positingly immensely increased cost for work which will still fall far short of a scale and objects defined in the conntion's primary resolution. The sum \$101,000,000 would probably be consid-red altogether too much for a temporproject, while, on the other hand, i ld go a long way towards the very nest estimate yet made for a complete 5-water channel to the sea.

The next doubt arises from the june at which this new project comes up consideration. At the time of the cention of 1895 it was recognized that y steps and a long interval of year t clapse before a deep waterway pro-could be accomplished. The first was an authoritative government ligation, which the Deep Water

DEEP WATERWAY WORK.

ity of this deep waterway and recom-mended 'the combpletion of the entir system as quickly as plans can be ma-tured and economically executed.' Bot commissions recommended to their re-

States acted upon this recommendation ted a commission and voted to it I believe upwards of a quarter of a mil-lion dollars to perfect these inquiries The commissioners, it is understood, have

cour by the two different routes pro

association, was that five years should be allowed for obtaining this final report of detailed estimates and that stage has at length been accomplished. In that respect it is probable that the deep waterway project is in a position about parallel to that for the further enlargement of the Eric canal; namely that one project, like the other, only awaits adoption and the provision of the necessary funds to enable either to be proceeded with.

Over the state.

The question of constructing a barge canal has met with the most determined opposition from the interior cities and especially from the Granger element, which must be reckoned with on a popular vote with which the scheme must be controlled.

Grangers from many sections of the grangers in attendance at the convention.

Mr. Norris approach the barge canal, are paying the expenses of the grangers in attendance at the convention.

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Mr. Norris approach the provision of the state, in opposition to the canals, are paying the expenses of the grangers in attendance at the convention.

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the auspices of the Rochester Chamber of the railroads. The corporations will find that there will be from 200 to 300 delegates from the granges to take part in the discussion.

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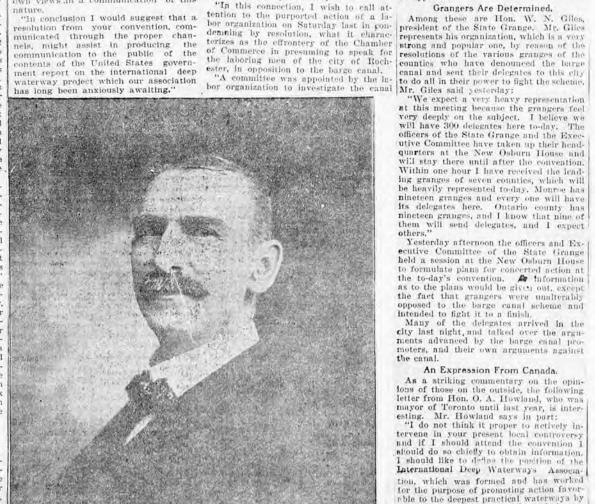
The auspices of the Rochester Chamber of the railroads. The corporations will find the money if it is passed, and they will gates from the granges to take part in the discussion.

The auspices of the Rochester Chamber of the railroads. The corporations will find the money if it is passed, and they will gate from the granges to take part in the discussion. different as respects the present pro-posed Erie enlargement from that exressed on the minor project under conderation nearly eight years ago.

of the West; and the opinions of the Vest seem to be well worth considera-

sed in speaking official withhold any fuller expression of my withhold any fuller expression of this even views in a communication of this "In this connection, I wish to call at-

has long been anxiously awaiting."



THOMAS B. DUNN. President of the Chamber of Commerce,

such a misappreliension over since the Chamber began an active campaign against the barge canal. Scurrilous at-tacks against the Chamber have been made, and cut and dried resolutions have A SYSTEMATIC OPPOSITION an exact comparative estimate of the

Convention Will Probably Name a

State Committee to Take Charge
of Work—Grange Officers Refute
Assertions of Advocates of Plan

They have also been placed in the meetfactories and workshops of the city.

"They have also been placed in the meetfactories and workshops of the city.

The commissioners, it is understood, have dodged their report with the government of the United States, though it has not yet been made public.

REPORT OF ESTIMATES.

"The original rough estimate of the eminent engineers connected with our association, was that five years should be allowed for obtaining this final report of detailed estimates and that stage has of the anti-barge in places of organized labor. Recently a Buffalo paper printed a scurrilous attack on the clothing industry of Rochester and convected it with the opposition to the barge canal."

This circular, Mr. Ives asserts, was never sent out from Rochestor, as its date line assumes, but was manufactured by the barge canal bureau in Buffalo.

The question of constructing a barge canal bureau in Buffalo.

the discussion.

The Chamber of Commerce has made canal?" every effort to make the convention a suc-cesh and representative of the opinion of the people. The first session will be held the people. The first session will be held WISHES OF THE WEST.

"The convention of 1895, as you will be convention of 1895, as you will observe from the reports, was a companding representative assemblage, anding representative assemblage.

secommodate the people.

Speaking of the object of the meeting, Secretary Ives said to a Democrat and Chronicle reporter: "The meeting is not beld to oppose or help the railroads. It is held to oppose or help the railroads. It is that the permanent officers will take up so West seem to be well to a project intion in connection with a project intion in connection with a project involving such a large expenditure and
dependent to so great an extent upon
the permanent satisfaction of the prothe permanent satisfaction of the propurpose of gathering information and
ammunition with which to fight the proAbout 2:30 o'clock this afternoon the presducers and shippers of that great region.

"Perhaps this is as far as I am justified barge canal when it comes before the people."

"We expect a very heavy representation at this meeting because the grangers feel very deeply on the subject. I believe we will have 300 delegates here to-day. The officers of the State Grange and the Exec utive Committee have taken up their head-quarters at the New Osburn House and will stay there until after the convention. Within one hour I have received the leading granges of seven counties, which will be heavily represented to-day. Monroe has nineteen granges and every one will have its delegates here. Ontario county has nineteen granges, and I know that nine of them will send delegates, and I expect

there is a long list of able speakers slated

Grangers Are Determined.

Yesterday afternoon the officers and Executive Committee of the State Grange held a session at the New Osburn House to formulate plans for concerted action at the to-day's convention. A information as to the plans would be given out, except the fact that grangers were unalterably opposed to the barge canal scheme and opposed to the barge canal a intended to fight it to a finish.

Many of the delegates arrived in the city last night, and talked over the arguments advanced by the barge canal pro-moters, and their own arguments against

An Expression From Canada.

As a striking commentary on the opin-ions of those on the outside, the following letter from Hon. O. A. Howland, who was mayor of Toronto until last year, is interesting. Mr. Howland says in part:
"I do not think it proper to actively in-

tervene in your present local controversy and if I should attend the convention affould do so chiefly to obtain information.

I should like to define the position of the
Laternational Deep Waterways Association, which was formed and has worked for the purpose of promoting action favorable to the deepest practical waterways by the best routes from the Great Lakes to

"In 1895 the proposition for a lesser enlargement of the Eric canal, the \$9, 000,000 appropriation, was presented for discussion. The resolutions adopted de-clered in favor of a waterway to the sea at least twenty-six feet in depth and national commission to investigate the subject. Satisfaction was expressed in the movement in the state of New York toward lessening cost of transportation to tidewater by improving the Eric canal.
"I think it is safe to say that the approval thus expressed of the comparatively minor project of 1895 cannot be taken as any guarantee that the same, or a sinlarly representative convention, would ex-press the same approval of the new proposal for an enormously increased expendi-ture at the present time. I think I am justified in submitting two reasons for doubling whether such an indorsement could be obtained. The first reason is the increased scale and correspondingly im mensely increased cost for a work which will still fall far short of the scale and objects defined in the convention's primary resolution. The sum of \$101,000,000 would probably be considered altogether too much for a temporary project, while, on the other hand, it would go a long way towards the very highest estimate yet made for a complete deep-water channel "The next doubt arises from the june

GRANGERS SEND

| Project and report back to the organization at the next meeting. The labor organization of laboring under a missipered with the labor organization of the barge in the property of the barge canal, have strictly to create of the barge canal, have strictly to create of the barge canal, have strictly to create on the labor organization of the barge canal, have strictly to create of the barge canal, have strictly to create of the barge canal canal meet.

for consideration. At the time of the convention of 1895 it was recognized that many steps and a long interval of years must chapse before a deep waterway project could be accomplished. The first step was an authoritative government investigation, which the Deep Waterways Asso-

tigation, which the Deep Waterways Asso-ciation was then earnestly urging.

"The fact is that as a result of the efforts of the association this investiga-tion has been completed. A preliminary invernational government commission was appointed in 1895 and reported in 1897, each branch of the international com-mission recording its opinion in favor of both the feasibility and desirability of this deep waterway and recommended this deep waterway and recommended the completion of the entire system a quickly as plans can be matured an economically executed. Both commission recommended to their respective governmended to their respective governmended. ones the voting of the necessary fund eni routes proposed could not be useer

"The government of the United States neted upon this recommendation, appointed a commission and voted to it. I believe, upwards of a quarter of a millio to perfect these inquiries. The sioners, it is understood, have lod States, though it has not yet been made

"In conclusion I would suggest that a resolution from your convention, com-municated through the proper channels, might assist in producing the com-munication to the public of the contents of the Unted States government report on

ously awaiting,"
The letter was addressed to Secretary Ives of the Chamber of Commerce, who said that the appropriation made for deep waterways was half a million instead of

Many Legislators Coming.

The following senators and assemb nen will be present: John Raines, men will be present: John Rames, of Camandaigua; Elon R. Brown, of Wates-town; George R. Maiby of Ogdensburg; Franklin D. Sherwood, of Hornellsville; Benjamin M. Wilcox, of Auburn; Fred-orick C. Stevens, of Attica; Horaco White, of Syracuse, and Merton E. Lewis and William W. Armstrong of this

All of these gentlemen are expected to make addresses, and in addition Henry C. Brewster will take the fi the opening of the convention and the blowing gentlemen will be heard) W. Giles, president of the State Granz. Its B. Norris, master of the State Granz. John I. Platt, editor of the Poughkseps.
Engle: John Y. McClintock, Mouros courty engineer, and George W. Raffer, menter of the State Plood Commission.
Mr. Giles will speak on the "Grans with Relation to the Barge Caual," and Mr. Rafter will speak on the "Barge Canal and Its Relations to the State of Now York," John A. C. Wright will also

Now York." John A. C. Wright will also deliver an address.

From the present reports it would seem necessary to seeme larger accommodations than the Chamber of Commorce hall will afford, and Mr. Ives and President Dann have made arrangements to have the evening session held in Colonial Hall.

Mayor Rodenbeck will be present at the convention and will make brief remarks. It is understood that John L. Platt, editor is understood that John I. Platt, edlice of the Poughkeepsie Engle, is favored by the grangers for temporary chairman of the convention, but nothing definite in the cers will be done. Secretary Ives sold lost evening that the selection of officers would be left entirely to the delegats. It is probable a state committee will be

PE The Convention.

oughly good work in three directions resolutions stating the position of the which constitute a mass of information rganization to carry on a canvas esenting every county in New York.

canal policy; but there was unity as t the necessity for preventing a vast ex periment, like the barge canal, which, I power available for use, as successful as its friends hope it ma; fall to supply a national waterway.

Mr. Platt, of Poughkeepsie, the temporary chairman, dwelt on the amount of money to be expended on the project and argued against canals as unable to compete with railroads.. He argued that if the cost of building and maintaining anals be taken into account, the water-

The Attacks on the Rochester Idea. Daily Times, July 21,1901

that Rochester is taking a commercially suicidal course in opposing a project to increase the size of the cared with the prospect of increasing the to canal enlargement, it must be distinctly home in mind. What Rochester is opposed to is the particular canad project that is favored by and will be primarily for the selfish advantage of New York and Buffalo lighterage and elevator interests.

It is believed that this era of transportation facilities demands for the wallandlon of real benefit upon an investment in canal improvement are Commercial progress demands that if a new causal is to unite the Great Lakes system with the seaboard, it should be a ship canal, which will not only satisfy the needs of the present but those of as least an immediate The members of the Chamber of Commerce believe that any

money spent on a canal which simply magnifies the canal and the canalboat of today and does not save the great expense of trans-

These private interests collect a toll of 78 cents a ton to all grain that pusses down the canal, a sum equal to these times the cest of transporting the grain from Buffalo to New York, according to the

next our signed by some of the basis known replaced by some of the artifold by deferred and that application be made to Congress by legislative resolution \$191,000,000, if the people should consent to it at the election this

If New York is to have a new artificial waterway-for the Davis get means practically a new canal-shall at pay \$100,000,000 for one that necessitates breaking bunk or shall it spend twice as much for

pay for it as a matienal benefit is the opinion of those who studied the map and see the broader theory of a ship canal if such studied the map and see the motion theory of the supplemental waterway will meet the expectations of the engineer who have figured out the problem.

nounce it as a subterfuge, declaring that it is well understood that the Fedthe ship canal project. However, when representative men in trade and scommerce netition the Legislature to make representation to Congress in

The ship canal proposition has in mind the setting of the canal question so far as it affects New York State almost, it may be said, for all time, and at a cont of only twice that estimated for the construction of the burge this cost because of the benefits of the canni to industrial interests outside

THE EVENING TIMES is pleased to present the arguments for as well as against the corge cannot project, and elsewhere will be found the communication of the canal improvement state committee attacking the Rochester mayement. The communication makes the statement that Rochester would not be berefited at all by a ship came, but how that is figured out with the city so close to a lake port is not apparent,

York for what it had done in the past, | republican or democrat to office." urged that it is time to abandon a policy that neither meets the requirements of the present nor the future, and declared | barge canal project, and leant with pea deep waterway, for which surveys and

Mr. Rafter dealt with the design of New rather than a ship canal, and so secure Buffalo the grain trade may be expected of Commerce assembly room yesterday, to profit from the barge canal, but unconsisted of delegates from thirty-six doubtedly the main point looked at by counties of the state; they arted rapid- Buffulo is the fact that the vast merby and harmoniously; and they did there chant marine of the Great Lakes cannot. The formation and adoption of a set of falo, with other lake points, to maintain a monopoly of the iron and steel busiconvention and the reasons for it; the ness for all time to come, whreas, with islivery of a number of strong speeche a ship canal constructed, the whole state this matter; that is, we are asked to might accrue from these industries."

water power along such a stream decending 572 feet to tide water would nake manufacturing cheap through the penditure of public money on a more ex state, as there would be 800,000 horse

Senator Lewis in explaining the resohe, would still fall far short of the re tions reported to the convention said for that project and the many advanents of modern commerce, and that he rayoned a ship canal to be built | tages which it offered. by the Federal government, but that the ammittee on resolutions did not think it est to declare for any alternative plan in condemning the barge canal. In urging gantzation he said: "There is an active nd aggressive organization working at ie Produce Exchange building in New York. They are preparing to send out | same general character, shallow, requir way freight rate, which seems low, as tons of literature and to send speakers reckoned, exceeds the railway into every village and hamlet of the rate. He said: "It does not make trans- state favoring the barge canal. We canion cheap that the greater part of not do all they can do, because we have ts cost is paid out of the state treasury." not got the money. But by this organiy zation, we can see that each man talks anal is concerned, his position is strong to his neighbor and presents the argu-Mr. Haupt of Philadelphia, as an en ments on our side. I regard the defeat gineer argued against the value of a of this proposition as of more conse-

Mr. Giles, in speniing for the Granges put forward various objections to the ultar bitterness on that in relation to corporate control at terminal points; We oppose it because we believe and hink we know that the present canal York and Bullalo to build a barge canal falls short of its greatest usefulness, not so much because of its lack of size, or the obsoleteness of its methods, as by the fact that its two ends are now controlledby the elevator monopolies, and nothing but must pay tribute to them, and that; go beyond that place. This enables Buf- that might accrue to the boatman, and are called upon to ratify about any efexpend an unlimited sum of public money for a waterway and yet that waterway against the adoption of the barge cana struction of a new river from Lake Eric | nopoly. In this day when the matter of bill, to consist of a state committee rep to the Hudzon, thirty feet deep and 320 controlling monopolies attracts so much 500,000 bottles of hay." feet wide, fit to carry the vessels of the of the public attention shall we blindly, wn money, one of the most unsurupuous and exacting monopolies upon the

> Mr. Wright who has long been active in ochalf of a Federal ship canci gave an offhand review of what had been don

ic convertion can see plainly that the auch greater volume of traffic than not ses through it; and that no canal of the ng cargoes to break bulk, entering and wing the state, and subject to irrespoi our that it is folly for the state to pu rast aum of money into a public wor this kind, and make its maintenan heavy charge on the taxpayers for

ne use of it. It is obvious also that the uestion of connecting the commerce of lakes with the sea is a national one; d that the work of constructing a ship hal for that purpose should be done by he nation. It is evident that the old nodern railway on even terms; but on rn canal may furnish the cheapest bulk is large in proportion to its value.

Statistical Carlosities.
The Canal Improvement State Com-

ulttee sent us a letter in regard to the lopics which the convention of yesterday vas called to discuss, kindly suggesting that It be used on Monday, and intime ng that it is due to our readers to prent to them the views of the com organized to carry on the canvass for the sarge canal project. The members of his committee are not entitled to much liate a circular letter sent out from New city and endeavoring to foment labor probably they hald for circulating it far as to give the essential part of their ter, putting aside arguments meant to confute the officials of the Chamber of commerce, which should be sent to them nersonally. Here is the specific argunent addressed to the people of Roch-

lbs. of anthracite coal; 11,329,394 lbs. of bi-tuminous coal.
Cloured West from Rochester, merchan-disc-4,493,696 lbs. Stone, lime and clay; 2,-200,000 lbs; anthracite coal, 5,585,896 lbs. Freight from the East left at Rochester by candl, 92 cords of wood; 73,0000 lbs. sugar; 2,505,256 lbs. merchandise, stone, lime and clay, 6,319,439 lbs. phosphate, 2,151,464 lbs.; anthracite coal, 7,330,744 lbs.; sundries, 408,-855 lbs.

From the West, left at Rochester, boards unlimited supply of boats.

Now the obvious answer of the candid ritic to the concluding question seems o be that if the canal, as it is, is doing such wonderful things for Rochester, th and not spend \$101,000,000 on another one or, as we would say at our house, its capacity, is sufficient for three times the present commerce; and when the limit is reached it will be time enough to figure out the strange problem in arithmetic a to what a canal four times as big may do .- with unlimited boats. Its peculiar conditions remind one of the well known uestion in proportion: "If a bushel of apples cost fifty cents, how much would

It is amusing to see that the committee ounds, for the most part, and assuredhe figures a formidable appearance. Produce Exchange building expand the mmercial record into ounces? The realt would have been far more imposing 'he first item is "120,000 pounds of hay." Quite a creditable showing indeed; but hay is usually sold by the ton; and if 2,000 pounds, we have this record, "60 can hardly help laughing at the amazing with the head of an ass set on his and Queen Titania suggested various or "a bottle of hay," remarking "good Produce Exchange committee have come as the bottle. How much better it would buy would fill five bottles, "The cana ommerce of Rochester for June included

copied above, taking less ridiculou tems, cutting off three ciphers and dividing by two, where goods are meas ned by weight, he will get at the real tigures in the usual denomination, tons

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STATE TO BE FULLY REPRESENTED WHEN CONVENTION OPENS TO-DAY

State Grange Will Send Several Hundred Members and State Legislators Will Be Here.

tion, and as many of them will be asked to speak as time will permit.

May Continue To-morrow.

An evening session will be held in Co-

Probable Plan of Campaign.

ined. Between the close of the conven-

tion and the November election, large

d that men qualified to speak on the

barge canal question will be sent to all the county fairs during the next few

AN ANONYMOUS ATTACK.

Buffalo's Disreputable Tactics To In

jure Rochester Business Men.

SKILLED WORKMEN WANTED?

Dia it ever occur to you to inquire why there is an unemployed element in Rech-teter? Why there are men always looking for work here? Why the ranks of skilled abor in Rochester are always rowded? Why wages are lower here than in any ther city of its size in the state, and the unallest increase in wages can only be

ributed throughout the state.

the delegates who attend.

of this city, Senator Raines of Canan-daigua and Senator White of Syracuse. Many of the delegates have offered to speak or read papers before the conven-The convention called to organize the apposition to the proposed 1,000-ton barge a taken by the Chamber of Con with hearty approval all over the state, Many delegates have already arrived and more are pouring into Rochester with every train. The convention will is not a political convention—there is no question of Republicans against Democrats. But arm in arm the members of

Among the earliest delegates to arrive were members of the State Grange. Elliot B. Norris of Skaneateles, master of the grange, and W. N. Giles of Sodus, secretary, have taken rooms at the Osburn House. Yesterday afternoon the executive committee of the grange held a meeting. Besides Mr. Giles and Mr. Norris, ex-officio members, the committee is made up of Ira Sharp, chairman, of Lowville, Lewis County; Jacob Saltsman, secretary, of Fonda, Montgamery ris, ex-officio members, the committee is made up of Ira Sharp, chairman, of Lowville, Lewis County; Jacob Saltsman, secretary, of Fonda, Montgamery County, and R. H. Smith of Herkimer. In an interview yesterday afternoon Mr.

From 300 to 500 members of the State Grange, representing neary forty counties in New York State will be at the convention. We have come to co-operate with the Rochester Chamber of Comrce in furthering plans to defeat the barge canal project. We are well orin general. The grange has never advocated the abandonment of the Eric Canal and would be in favor of a suitable ship wild it. But we are not in favor of such

Many Legislators Coming.

It is expected that delegates from county in the state will when the convention opens. Hon. John I. Platt, editor of the Poughkeepsie Eagle, arrived yesterday, afternoon is registered at Powers Hotel. Many other newspaper editors have signified their intention of being present.

About twenty members of the State Legislature will be here. The Senators

who will attend the convention are: vention called by that organization. The following anonymous circular let er was John Raines of Canandaigua, Elon R.

Brown of Watertown, George R. Malby of Ogdensburg, Franklin D. Sherwood in this city on Saturday and forwarded in this city on Saturday and forwarded in this city of Saturday and Saturday Lyos. Auburn, Frederick C. Stevens of Attica, Horace White of Syracuse, Merton E. Lewis and William W. Armstrong of this city, Assemblyman James T. Rogers of Binghamton, Republican leader of the Assembly, and Assemblyman Francis G. Landon of Duchess County have sent word to Senator Lewis that they will be present. A majority of the Legislator will speak during the convention. No representation is expected from New York or Buffalo.

Prominent Speakers.

Brewster, chairman of the reception mittees on organization and resolutions.

After the report of the committee on nominations has been ratified, the conmittee on nominations, as ention will adjourn until afternoon.

It is probable that a larger numb

of delegates will be present than the such a case the Chamber of Commerce hall will be too small too accommodat them. Secretary Ives has secured an option on Colonial Hall, where the after on session will convene if such is the

At the afternoon session several addresses will be made. George W. Rafter of this city, one of the foremost civil engineers in the state, will speak on the State of New York." Mr. Rafter was employed on the survey for the was employed and has made a careful study

project. His address will contain interesting figures and facts Bearthe subject. Secretary Giles of te Grange, will address the con-The Grange and Its Rela-Barge Canal." Among the rs will be Senator Lewis

feat the success of the convention which meets here to-day. The Chamber of Com-merce has been accused of being in league with the railroads. It has also An evening session will be held in Co-lonial Hall commencing at 8 o'clock. Whether or not the convention will con-tinue on Wednesday, rests with the dele-gates. The Chamber of Commerce has made no definite plans and, as Secretary been charged with being an enemy to the laboring man, Resolutions favoring the barge canal have been printed by promoters of the barge canal project and sent to labor organizations throughout the state, including Rochester, with the request that they be adopted in toto.

Chairman of the Convention.

Raines, of Canandalgua, Ontario sounty; Senator Sherwood, of Hornells-wille; Senator W. W. Armstrong and wille; Senator W. W. Armstrong and Merton E. Lewis, of Monroe; Assembly-request that they be adopted in toto. Ives says: "The delegates will have ab-solute freedom of action." The delegates will be known by their yellow badges. The Chamber of Com-merce has had several hundred printed and will distribute them to-morrow

ply a demand on the laboring man to vote for the barge canal next fall, on the ground that it would bring a larger field for labor to Monroe County and thus be of benefit to the workingman. But any fair minded citizen can readily see that the advantage to the American laborer would be small or none. The men employed to build the canal would probably be the same class as those working on the big tunnel in New York City at the present time—Italians or other foreigners, who will work at much smaller wages than the American can afford to do. American labor would not be considered for a minute. The Buffalo newspapers, co-operating with the promoters of the canal, have joined in the attack on the Chamber of Commerce and are condemning it ruthlessly. speeches to be made at the convention will be printed and sent broadcast through the counties. It is also expect-

on the Chamber of Commerce and are condemning it ruthlessly.

As a matter of fact, that little ad-vertisement which is quoted as the source of complaint, was printed at a time when there was opportunity for 400 men to secure positions at union wages. Rochester is paying union wages at the present time and does not be the present time and time present time and does not seek to import foreigners and thus secure labor at a small cost. If that "unemployed element in Rochester" had wanted work, they could have secured it for the ask-The promoters of the barge canal have The promoters of the barke canal have intimated that the railroads were back of the Chamber of Commerce in calling the convention. Such, however, is not the case. The total expense of arranglig and received the thanks of their em-The truth is, the demand for labor here

manufacturing houses of clothing in the world, last year went to an expenditure of \$3,000 to secure help from New York City, because help could not be secured in this city at union wages. The demand was larger than the house could supply. Another manufacturer, in conversation with President Dunn of the Chamber of upon the Rochester Chamber of Com-merce within the past few days in con-nection with the anti-barge canal con-vention called by that organization. The

DO YOU NEED A FEW CARLOADS OF MEN IN YOU'R PARTICULAR LINE OF BUSINESS? WHY SKILLED MECHANICS ARE CON STANTLY COMING TO ROCHESTER IN SEARCH OF WORK—AND NOT FINDING IT.



the state, including Rochester, with the request that they be adopted in toto.

The present attack summarized is simply a demand on the laboring man to yote for the barge canal next fall, on county; Assemblyman Hooker, of General Rochester, and Assemblyman Martin



DUNCAN C. LEE.

thove the average. This attack goes to show the desperate ing, as compared with that of some other who are 4d reap the profits if of the state to keep its canals in line in should be constructed. But ment is weak at best and will affuence with the sensible voter in question.

decline is due to the failure on the part of the state in line with the advancement in other modes of transportation and to the cupidity of the railroads of the state in discriminating against the city of New York in freight

OPPONENTS OF BARGE-CANAL POST EXPRESS: TUESDAY AFTERNOON, JULY 21, 19

Now in Session in Rochester to rates so that while New York has been steadily losing ground, Montreal, Boston. Agree Upon Form of Their

Opposition to \$101,000,000

which has been like in the United States and Canada. This advertisement reads as follows:

"Attention Tailors and Tailoresess—The city of Rochester is holded upon as the best counse the best prices are paid help; at present several hundred tailors and tailors and tailors and tailors are present several hundred tailors and tailors and tailors. Compension of the homes, cheap living. Rochester is the homes, cheap living. Rochester is the healthiest hundred tailors and tailors are paid hundred tailors and tailors and tailors are present with the healthiest hundred tailors and tailor presents. Address, Chamber of Commerce is needed, steady work, cheap in order that, the supply exceeding the defined that the price can be kept down or remained. How about advertisements in outdined. How about advertisements in any a one that the demand never way possible to prevent the labor market of the eity being in vent the labor of the supply—so the price will not go up. To this end they are antagonizing the proposition to indorsed to the supply—so the price will not go up. To this end they are antagonizing the proposition to indorsed to the supply—so the price will not go up. To this end they are antagonizing the proposition to indorsed to the supply—so the price will not go up. To this end they are antagonizing the proposition of a vast market for labor, and for the previous proposition is indorsed to the proposition is indorsed.

Benator Alds, or Norwich, Chensago coun

onta, Herkimer county; Senator Benja-

min Wilcox, of Auburn; Senator John

Baltimore, Newport News, and the guif cities of New Orleans, and Galveston have made substantial gains.

"In the problem of maintaining the commercial and industrial supremacy of the state we are all concerned and our position should not be determined merely by our place of residence. Though we may not reside in the cities of New York or Buffalo, we are just as much concerned in their prosperity as if they were our native cities and we should be ling to adopt any course that may be willing to adopt any course that may be necessary to preserve to them the business to which they are entitled by reason of their matural advantages, so long as that course does not interfere with the interests of other parts of the state.

"There are those who contend that the difficulty is with the railroads and not with the canals and that the full stream More than three hundred men, leading of commerce can be turned again through this state if the local railroads are prevented from discriminating against their own state. They contend that the canals have outlived their usefulness and are obsolete and have been superseded by the railroads. As against this view, by the railroads. As against this view, it is argued that the canals have been the chief factor in determining the comgroved, the commerce of the state has

SHIP CANAL SUGGESTED.

"At the other extreme are those who advocate a ship canal built by the state

-

can navigate the ocean, the canels and the lakes can not be constructed so as to be economically and commercially successful, and this position is based upon the low rate of speed at which ships must proceed through long canals. "Pinally, there is the pending plan for the enlargement of the canals to accommodate barges of 1,000 tons capacity, in support of which it is contended that

n support of which it is contended that here is a limit beyond which it would the 1,000-ton burge canal represents the

such canals.'
"In view of all the facts, U is not suro of the calling of this convenon and have an intelligent con-

fore, that I welcome this convention to Rochester, for I believe that your dis-cussions and deliberations will materialcussions and denogrations with inactions and in the presentation of the questions involved in the proposition and in the correct solution of this perplexing

EDITOR CHOSEN CHAIRMAN.

troduced John I. Platt, of the Pough-keepsie "Eagle," as the temperay chair-man. Mr. Platt, by his address, proved himself a student of transportation problems. He said, in part: "On an artificial waterway, where there must be expense for construction, expense for maintenance and expense for administration, it is impossible that transportation should roduced John I. Platt, of the Pough-

past the actual cost of carrying a to of freight on the Eric canal has bee more than twice as great as the cos of carrying freight on the trunk lines o railway. In 1901, the cost of transport ing all the freight carried on the canal ing all the freight carried on the canal of the state of New York was 7.11 mill per ton mile. In 1802, the figures 6 which have just been given, the showing is better, because the fluctuating control of the local state.

ing is better, because the fluctuating expenditure was less. In that year it was diminished to 6.5 mills, but this was for the lowest and cheapest class of freight known to the transportation business. "The reports of the New York Central and Hudson River railroad show that its expenditure for carrying freight is only 4.1 mills per ton mile, and it receives for all the freight carried over its lines, including its costly, high-class freight, its perishable freight, its way freight, which is more than nine-tenths of the whole, and the freight on all its branches, only 5.9 mills. If we make the branches, only 5.9 mills. If we make the comparison with the carriage of freight on its through trains on the main line of freight. and with the same classes of freight that were carried on the canal, we shall find that the railway is able to carry it for less than half the canal cost in the most favorable years. CANAL RATES HIGHEST.

its industries and the growth of its com-merce, cheap transportation. Therefore it does not want canal transportation, for it costs more money to carry a ton of coal, a bushel of wheat, a thousand feet of lumber, or any other quantity of any other sort of merchandise, by

"It does not make transportation cheap that the greater part of its cost is paid out of the state treasury. If this were true, or if it were desirable to do this, the state might better pay for carying the whole of the canal freight on the railway. Mr. Callaway, former president of the New York Central, made the offer that for the interest on the cost of a thousand-ton barge canal at 3 per cent, he would contract to carry the entire canal tennage upon his pailway, and the figures show that he could have done so and made a large profit by doing it. In both the years referred to the state could have contracted to carry by rail all the freight which w dipaid for maintenace of the canals.

It repeat, this is the unanswerable gument. To every claim that is put

will then pay a very much larger 1905 portion, the traffic may pay a smaller proportion. The advocates declare that the part which the traffic will have to pay will be much less than it now is.

thing else to be seen in the world aide the canale, and it is not seen because it violates every principle of nau-tical construction.

"The thousand-ton barke draws ten

cet of water, and when gots to Al-



Mr. Haupt read a paper on "Professed Enlargement of the Eric Canal." He said the question was one of momentous im-portance to the nation. It was a widely recognized fact, Mr. Haupt said, that better waterway facilities are the great need of the country's commerce. He con-

low a value that there is not sufficient margin between their cost of production and market price, to hear rail transpor-



HON, JOHN, RAINES. the basis of our manufactures and com-



W. N. GILES. Secretary of the State Grange.

important as that which extends from fulf of Mexico, known as the great belt valen has been and statesmen of our gen-ive engineers and statesmen of our gen-ration. Portions of this line are now

ays should be enlarged to "their ut-

A JOB FOR THE GOVERNMENT.

"This work of enlarging the Erlo canal link of the great belt waterway is not new. The original conception of a canal in the last rentury was retarded The chairman said he would make up the by the general government through state and resources at hand, should inaugurate the work and lend a hearty co-operation to this state in all her laudable efforts to increase the facilities for reaching foreign markets and in bring-ing out interior and coastwise states into closer touch and more harmonious ac-

"It is therefore, of the utmost import ance that in submitting the question of an appropriation for a canal to the people of this state, it should not be hampered by limitations as to capacity, but that it should be of such dimensions as to meet not only present but future requirements, of this rapidly expanding country. It should be of national character and it will be found that the policy watched carefully the canals of the watched carefully the canals of the watched carefully the canals of the of the general government will be to the prosperity of the general government will be to help themselves. Let the great Empire State meet the emergency and improve the opportunity for her

and improve the opportunity for own and the national welfare."

John A. C. Wright, of this city, vice-president of the International Deep Waterways association, followed Mr. Waterways association, followed Mr. on this subject, and nearly all have, with the remarks favoring the Haupt with a few remarks favoring the Haupt with a few remarks law and the project for a deep waterway from the Great Lakes to tidewater. He declared this project just as feasible and just as far advanced as the barge canal project.

MAKE-UP OF COMMITTEES.

At this point the chairman said that ing as chairman of the committee on pering as chairman of the Committee was then announced as follows: Senator Raines, Ontario, chaironlows: Senator Raines, Ontario, chair-man; Giles, Onondaga; Sharpe, Lewis; Alids, Chenango, L. P. Ross, Monroe, Hooper, Genesco and McEwan, Clinton The committee on resolutions was made up as follows: Lewis, Monroe, chairman; Rogers, Broome: Burnett, Onan; Rogers, Broome: Burney, on Norris, Wayne: Jones, Albany, Young, Che Allegany; Young, Chautauqua; Laumung: McGinniss, Chautauqua; Lau-don, Dutchess and Wilcox, Cayuga. Senator Raines said that the commit-

stagnation and loss of lonnage. Coal, at tee on permanent organization would be

regument. To every claim that is put forward by the advocates of this spiragement we interpose this conclusive retutation. It costs more money to transport it by railway.

Type of Barge Condensel.

The sparage of the spiragement we interpose this conclusive retutation. It costs more money to transport it by railway.

Type of Barge Condensel.

The sparage of the spiragement of the carried of the spiragement with the part when the traffic will have to pay will be much less than it now is. It lake the liberty of doubting that conclusion. There is nothing but the wildest guess work to base it upon.

The term thousand-ton barge geems to have been adopted because a flowand tons is a round number, it has a satisfactory sound. But the vessel which they propose is not like anything clas to be seen in the world outside the canals, and it is not seen be-

falo. It was unjust, he said to tax the pay tribute to them people of the whole state for the benefit. "We object to it because we have of a few western shippers,

"OUTSIDERS" ASKED TO LEAVE. The vice-presidents were invited to

ion to the fact that barge canal pr moters were distributing their literature to delegates as they passed into the hall. This, he continued, was their right, but, as he understood, some of these people had taken seats in the hall, he wished to call attention to the fact that this was a

convention of those opposed to the cana. "There is no room for outsiders," de clared Mr. Platt amid laughter as sev-eral persons in the rear of the ball quietly rose and left the room. Senster John Raines, of Canandalgua, noke briefly. He declared that taxa sary taxation is unjust taxation

unjust, he declared, to tax the whol

state for the benefit of the cities of New

York and Buffalo. RESOLUTIONS ADOPTED.

Whereas, the electors of the state of Net ork are to be called up at the approach is general election, to be held in Novem

of the state grange, took for his subject,

measure? Because, first and principally, we cannot see adequate returns in pros-pect for this vast outlay; we say vast bemates as made.

The speaker then traced the canal improvement proposition from the time of the \$9.000,000 appropriation. He showed how this was speedily disposed of with-out any apparent results, the taxpayers plete the undertaking. This was at boosted up to \$62,000,000, to be expend

PRESENT CANAL ADEQUATE.

WE.

more so in the past, and are sure to become more so in the future, the subject of in-direct taxation, realize what stares them in the face, and the united strength of all these interests must surely prevail, and the promoters of schemes for public graft, where the public good is not to be moted, must be taught the lesson that the people still rule."

BUFFALO'S INTEREST.

George W. Rafter, of Rochester, in an address in which he told why Buffalo and New York favor the barge canal

project, said: "Without stopping to argue the ques-,"Without stopping to argue the question, it will be conceded that the benefit to come from a barge canal will accrue almost entirely to the terminal points—Buffalo and New York. At Buffalo, the grain trade may be expected to profit from the barge canal, but undoubtedly the main point looked at by Buffalo is the fact that the vast merchant marine of the Great Lakes cannot go beyond that place. This enables Buffalo, with of the Great Lakes cannot go beyond that place. This enables Buffalo, with other lake points, to maintain a monop-oly of the iron and steel business for all time to come, whereas were a ship canal constructed the whole state could parconstructed the whole state ticipate in whatever benefits might accrue from these industries.
"In order that everybody understand

the force of the argument in relation to manufacture of iron and steel, it is proper to say that in the last few years these industries have clustered extensively around Lake Erie, as at Lorain, Cleveland and Ashtabula. The development of vast quantities of the finest iron ores near the shore of Lake Superior has given iron working an impetus difficult to realize if one has not personally seen it, and the development of the present day. er to say that in the last few years these realize if one has not personally seen R, and the development of the present day is a mere drop in the bucket compared to what is to come. These from ores are so situated as to be readily transported by vessels of from 3,000 to 6,000 tons burden. However, iron ore is not the only element necessary in making iron. Abundalsheep coal as well as limestone dant and cheap coal, as well as lim for flux, is equally necessary. At Buffa-lo, the coal can be cheaply transported from the Pennsylvania fields, while me is found in abundance not very

BUFFALO AS AN IRON CENTER.

"It is on account of this concatenation "It is on account of this concatenation of circumstances that iron may be manufactured more cheaply, not only at Buffalo, but, provided we had free access by a ship canal, throughout Western New York, than at any other point in the world. This fact is fully realized at Buffalo, although generally throughout the state, it is not yet comprehended, and the Great Lackawanna Steel company, with a daily capacity of 2,800 tons, accenuates Buffalo's faith in the future of the iron business. the iron business.
"It certainly would be very fine, if with

a great growing municipality like Buf-falo, the construction of a barge canal could be brought about and an industry like this prevented from going further.
The Buffalo business men are playing for great stakes and personally the speaker makes no further criticism of their attimakes no further criticism of their atti-tude than this, that if they are willing to construct the barge canal at their own expense, or at the expense of Buffalo and New York city, no possible objection can be made so long as the balance of the state-does not take part in the expense. Moreover, the construction of the barge state does not take part in Moreover, the construction of the barge canal by only Buffalo and New York city would not be as great an undertaking as the construction of the Manchester ship canal, by the city of Manchester ship canal, by the city of Manchester Scauch for Buffalo.

ter, alone. So much for Buffalo.
"Turning now to New York—the other terminal point—the benefit is to mer-chants engaged in the grain trade and the average New York merchant has satis-fied himself that with a canal requiring two transhipments, one at Buffalo and one at New York, there is not only no danger of losing the present foreign

danger of losing the present foreign commerce, but a great increase mose the condentity expected in grain almost the country.

NEW YORK'S HANDICAP.

"The criticism of the foregoing views, both as regards Burido and New York and the prospective of either city dependency and the prospective of either city dependency and the prospective of this property of either city dependency and the prospective of this property of either city dependency or being the farmal till as an energiste of this bridge to do business.

"The Bargeleve disconting the present foreign and the property of either city dependency for the first property of either city dependency for the first property of either city dependency of the first property of either city dependency for the first property of either city dependency of the first property of either city dependency

J. Y. McClintock, Monroe county engineer, was one of the speakers this after-

neer, was one of the speakers this afternoon. He said:

'This barge canal project is too expensive for an experiment and is not
comprehensive enough to satisfy the requirements of the times and the locality. We are urged to begin a great
work, on a plan suited to the preliminary exploitation of a new country,
when we should proceed upon the understanding that the work is in the very
center of the most active and highly developed portion of the world.

'There is a way to obtain all of the
advantages promised by the most sanguine advocates of the barge canal, and
at the same time obtain infinitely great-

it the same time obtain infinitely great-ir results. The problem is large, but he parties in interest are strong enough the parties in interest are strong enough in energy, ability and wealth to do the right thing in the right way. Instead of a pairry ditch there should be constructed a new river from Lake Erie to structed a new river from Lake Eric to the Hudson. In no other place is there such a possibility, and it should be util-ized. It should be thirty feet deep and 320 feet wide. It can be made as per-manent as the Hudson river. The cost of transportation would be as low as it manent as the Hudson river. The cost of transportation would be as low as it is possible to make it by any channel. It would permit the passage of any boat that navigates the Great Lakes, and 99 out of every hundred which navigate

the seven seas.
"Any trade combination would be "Any trade combination would be powerless to control it and in case of misunderstanding with Canada or Great Britain it might save its entire cost in one campaign, by permitting the transfer of a strong fleet of warships quickly into the Great Lakes. It should be built to run continuously. For a short time in winter navigation would be interrupted by fee to the same extent as to the Mudson, but the flood of water is the Hudson, but the flood of water would run all the time.

POWER POSSIBILITIES.

"Lake Erie is 572 feet higher than the Hudson river at Troy. The distance is 330 miles, so that a fall of about 33 feet in such a river would maintain a continuous current velocity of one and one-half miles per hour, leaving 539 feet of effective head for the creation of water power. The area of cross section would be \$,000 square feet, the volume of water flowing 17,500 cubic feet per second, which would develop more than 1,000,000 horse power. It has been demonstrated that such a velocity would strated that such a velocity would onstrated that such a velocity would not be an appreciable impediment to the navigation adapted to so large a river. During the season of open navigation a portion of the water would be required for moving vessels up and down through the locks. At the outside limit this would probably use 3,500 cubic feet this would probably use 3,500 cubic feet per second, so that such a river could be depended upon to create 800,000 horse

be depended upon to create \$00,000 horse power continually. "Judging from the profiles of the barge canal report and the eport of the United States engineering commission on deep waterways, this would be dis-tributed as follows: Lockport, \$4,000 horse power; Brighton, 74,000 horse power; Newark, 36,000 horse power; ons, 40,000 horse power; Savannah, 2,000 horse power; Herkimer, 16,000 norse power; Little Falls, 00,000 horse ower; St. Johnsville, 31,000 horse oower: Canajoharie, 21,000 horse power: Fonda, 21,000 horse power: Amsterdam, 11,000 horse power: Cranesville, 21,000 horse power: French Mills, 21,000 horse er; Guilderland, 28,000 horse power; ormans Kill, 56,000 horse power; Co-es, Troy, Watervielt, 238,000 horse

The thirteen counties in which this water power would be created are all highly developed in manufacturing as well as agriculture, and the assessed valuation of property is more than a

Chautauqua county, with twenty-nine strong granges, is represented by ten delegates. Heading the delegation is P. E. Marshall, one of the school commissioners of the county and a prominent official of Sherman grange. Others in the delegation are E. P. Hughes and J. E. McGinnis, of Ripley, just this side of the Pennsylvania border.

St. Lawrence county has sent ten delegates, representing her thirty granges.

ies will have power to go ahead. The

for damages with the state Court of

Section 5 says: "Whenever any lands now used for caual purposes shall be rendered no longer necessary or useful for such purposes by reason of the improvement hereby directed, he same shall be sold in the manner provided by law for the sale of abandoned canal lands and the net proceeds thereof paid into the state treasury, and so much

into the state treasury, and so much thereof as shall be necessary shall be ap-plied to the cost of the work hereby di-

Section 8 provides "that the governor

may employ, at a compensation to b fixed by him, five expert civil engineer to act as an advisory board of consult ing engineers, whose duty is shall be to advise the state engineer and the super-intendent of public works, to follow the

progress of the work and from time t progress of the work and from time to time to report thereon to the governor the state engineer and the superintend-ent of public works, as they may require or the board deem proper and advisable.

The state engineer may appoint and at pleasure remove a special deputy, at a compensation to be fixed by him with the approval of the canal board, who may, under the direction of the state en-

of the state engineer, except as commis-sioner, trustee or member of any board. The state engineer may also appoint and at pleasure remove such number of resi-

define their duties."

St. Lawrence county has sent ten delegates, representing her thirty granges. M. C. Sulley, of the Silas Wright grange of Canton, and George Walker, of Richville, head the delegation.

Lewis county, with nineteen granges, has eight delegates. R. C. Otis and H. E. Cook head the delegation.

Onondaga county is represented by W. N. Giles, of Skaneateles, secretary of the state grange, and George W. Austin, also of Skaneateles. Other Onondaga delegates are expected.

gates are expected.

The Wayne county delegation is The wayne county
headed by Ex-Assemblyman Elliott B.
Norris, of Sodus, master of the state
grange. A large delegation arrived from
Lyons in time for the afternoon session,
headed by Editor Charles H. Betts, of the
the Lyons "Republican," Judge T. W.
Collins and George Shepard, John E.
Fellows and Burton Durfee represented
the Newark grange. Other Wayne
county delegates are S. E. Budd, Cyrus
E. Fitch and Kingsley Fleming.
Oneida county has a strong delegation
of grangers, headed by the Rev. Orin
Root, of Clinton, a brother of Secretary
of War Root and professor of mathematics in Hamilton college, Others in the
delegation are General Deering and W. headed by Ex-Assemblyman Elliott E

delegation are General Deering and W. B. Mattlson, of Utica. The Rev. E. P. Powell, of Clinton, C. M. Champion and

A. W. Stuart, of Clinton grange. Herkimer county is represented by R. H. Smith, member of the executive com-mittee of the state and School Commis-

The twenty-five granges in Dutchess

Oswego county has thirty-one granges represented by ten delegates.

Fifteen delegates represent the Central New York Farmers' club of Utica.

The Seneca county delegation is headed by J. G. Pierson, of Waterloo. The Ontario county delegation is headed by Senator John Raines and Assemblyman Jean L. Burnett. The fifteen granges are well represented. The nineteen granges of Monroe county

are all represented.
Genesee county and Wyoming, each had a delegate present when the convention was opened. Oliver A. W. Litchard

headed the Allegany county delegati Tompkins county is represented by J. L. Mandeville, of Ithaca grange, and Professor Duncan C. Lee, of Cornell uni-

versity,
Erie county, the stronghold of the barge canal sentiment, is represented by three delegates. They are Secretary H. unree delegates. They are Secretary H.
C. Churchill, of Akron grange, Newstead; Master W. E. Graves and Secretary P. H. Rhodes, of Clarence grange,
Deputy County Grange Master W. E. Danna, represents Livingston county.

Albany county is represented in the county of the county is represented in the county of t Albany county is represented by Thomas Cant and W. H. Ferguson, of Voorheesville, representing the Voor-

heesville grange, of 300 members.

Beside the Hon. E. B. Norris, master Beside the Hon. E. B. Norris, master of the state grange, the general officers of the state in attendance at the convention are: Secretary W. N. Giles, of Skaneateles; chairman of the executive state of the secondary of the secondary. the secretary of the executive con Jacob Saltsman; member of the execu mittee, R. H. Smith, of Herkiner and the overseer of the state grange, George A. Fuller, of Philadelphia, Jef-

The Chemung granges are represented by E. J. Young and Charles F. Chamber-lain, both of Elmira grange.

PROBABLE INCOME.

"The forebays and tailraces necessary for use of the water for creation of power would be constructed as part of the controlling works of the river so that it is probable that within a short term.

"Many country supervisors this morning left work to attend the convention. When it is known that farm labor is scarce and every minute counts on the farm interest in the move to defeat the project is realized.

Supervisors Sutphin and Sackett led the country contingent and went out to

PRINCIPAL PROVISIONS OF BARGE CANAL BILL.

**SAME THE MAKE THE WATER AND ADVERTISER: TUESDAY JULY 21 1903. **The closed to it because we helive to read the first three three to see its congruide the about the strain of the second in the strain of the str



PRESIDENT T. B. DUNN.

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Two Hundred Delegates From Forty Counties of the State in Session in the Rooms of the Chamber of Commerce.

Welcomed by President Dunn of the Chamber of Commerce and Mayor Rodender and

penditure of fifteen million dollars, and has been rejected by a state committee appointed to report on the policy to be followed by the state with reference t the canals and by two Governors of our commonwealth; and finally there is the pending plan for the enlargement of the canals to accommodate barges of 1,000 tons capacity, in support of which it is intended that there is a limit beyond which it would not pay to enlarge the canals, and that the 1,000 ton barge canal presents the greatest economy in transportation of canals of the length of the Eric, Champlain and Oswego canals, giving due weight to the time required traverse such canals.

"In view of all the facts, it is not sur prising that there should be such a di ersity of opinion on this subject, and tion that the matter may not go by d ault, but may have the fullest possible discussion and have an intelligent con-

"It is with especial interest, therefor

by the liest Legislature of an art submitting to the product of the liest and the second of the liest of the product and one million deliar for the improvement and enlargement of the Eric Common and enlargement of the Eric Common and enlargement of the transportation of John-on barges. In order of product of the limit of the transportation of John-on barges. In order of product of the limit of the transportation of John-on barges. In order of product of the limit of the transportation of John-on barges. In order of product of the limit of the transportation of John-on barges. In order of product of the limit of the transportation of John-on barges. In order of product of the limit of the transportation of John-on barges. In order of product of the limit of the product of the limit of the common of the limit of the common of the product of the limit of the country and flat the decline is due to the failure on the paid of the state of the limit of the country and of the country and the decline is due to the failure on the paid of the state of the limit of the country and the country and of the country and the decline is due to the failure on the paid of the state of the limit of the country and of the country and the decline is due to the failure on the paid of the state of the limit of the country and the decline is due to the failure on the paid of the state of the limit of the country and the count

commerce can be turned again through the advocates of this though the local railroads are respected from discriminating against in the from discriminating against in the first that will produce benefit to the merce, cheap transportation. Therefore

"Gentlemen of the Convention—The oc-asion for this convention is the passage that the improvement contemplated by the act of 1895 should be completed, but this course would involve a further ex-tensil will be worth mere money to the state of New York, and produce more benefit to its people than our colleges.



6 B



Recess was taken until 2 o'clock.

Afternoon Session. At this afternoon's session the commit-

strongly in opposition to the proposed

Mr. McClintock's Speech.

Following is the speech of Mr. J. Y.

vention: This barge canal project is too expensive for an experiment, and is not comprehensive enough to satisfy the recomprehensive enough to satisfy the requirements of the times and the locality. the water power could be leased at the rate of \$10 per horse power per year

for use of the water for creation of power would be constructed as part of the con-trolling works of the river, so that it is

probable that within a short time all of

rate of \$10 per horse power per year and so yield a direct income of \$8,000,000. "The flow of Niagara, river is esti-mated to be about 228,000 cubic feet per second, so that the volume taken to supply the proposed river would be about one-thirteenth of the flow of Niagara. It should be built by the United States

and the State of New York in conjunc-tion and tolls should be collected suffi-cient to pay for its whole cost in a

free for navigation as the Hudson river

and the Great Lakes. The surveys and studies made by the United States Board

of Engineers on Deep Waterways and

the Barge Canal Commission, together with the United States geological maps

shows that it is perfectly feasible to build such a river, but in order to esti-

for united action by the United States

and the State of New York there should

It will take ten years to complete the

barge canal, and there is no reason to suppose that it will require more than

fifteen years to complete the river. In an



BENJAMIN WILCOX.

We are urged to begin a great work on a tion of a new country, when we should proceed upon the understanding that the good repair."
work is in the very center of the most George

advantages promised by the most sanguing advocates of the barge canal and at the same time secure infinitely greater results. The problem is large but the parties in interest are strong enough in energy, ability and wealth to do the right thing in the right way. Instead of a pairty divid there should be constructed a new river from Lake Eric to the Hudson. In no other place is there such a possibility, and it should be utilized. It should be thirty feet deep and 320 feet wide. It can be made as permanent as the Hudson piver. The cost of transportation should be as low as it is possible to make it by any channel. It would permit the passage of any boat that navigates the Great Lakes, and ninety-nine out of every hundred which navigate the Seven Saas.

a barge canal will accrue almost entirely to the terminal points—Buffalo and New York. At Buffalo is the fact that the or superior to the point of manufacture, is superior to the point of manufacture, is reference was made to the fact that the or superior to the point of manufacture, is superior to the point of manufacture, is reference was made to the fact that the or superior to the point of manufacture, is superior to the point of the from the barge canal, but undoubtedly the main point.—Buffalo and New York. At Buffalo is the fact that the or superior to the point of the frem the barge canal beautifuled by the fact that the or superior to the point of the print thade may be expected to profit from the barge canal New York. At Buffalo is the fact that the or superior to the points of the traffic that the or superior to the points. In the passage of any local time for the great Carnegle plant at Pittsburg were trans-shipped by rail from Conneaut, while if sald ores intended for the great Carnegle plant at Pittsburg were coming to Rochester, the ore were

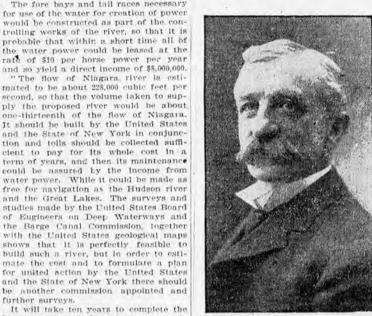
"Any trade combination would be powain it might save its entire cost in one the Great Lakes. It should be built ore are so situated as to be readily an appropriate by vessels of from 3.00 to state of New York a construct the large daults, while at New York as more can be said than that they are not only control to the intervent of the control to the contro

that the prosperity of either city depended very materially on retaining the off what, and 42.7 per cent. of flour, 48,000; horse power: Brighton, 74,000; Newark, vice-presidents, J. B. Flagler, W. B. 35,000; Lyons, 40,000; Savannah, 32,000; fortunate, The world from New York we for fortunate. The week tributed as follows: Lockport, 84,000; have been ded very materially on retaining the grain trade, it would be extremely un-Jones, Frank Zoller, H. E. Cook, A. W. Litchard, George I. Wilbur, E. B. Norits: secretary, John M. Ives.

President Wood spoke briefly on the best of the convention. He spoke

Taking the percentage of flour exfortunate. The real difficulty at New ported from New York, we find that 4.Johnsville, 31,000; Canajoharie, 21,000;
Fonda, 21,000; Amsterdam, 21,000;
Cranesville, 21,000; French Mills, 21,000;
Cranesville, 21,000; French Mills, 21,000;
Structure of a basic Cranesville, 21,000; French Mills, 21,000; Guilderland, 28,000; Norman's Kill, 56,000; Cohoes, Troy and Watervielt, 238,000.

"The thirteen counties in which this must make up their minds that either the traffic will go to less expensive places." "The thirteen counties in which this water power would be created are all highly developed in manufacturing as well as agriculture, and the assessed valuation of property is more than a billion that the traffic will go to less expensive places or else they must devise ways and means to reduce the tax now placed on seagoing traffic by the excessive cost of trans-shipment, lighterage, etc.



"That the matter of the iron trade i

undertaking of such vast importance it is wise to go slow, and in the meantime George W. Rafter, engineer, prepared. Raymond of Buffulo, in an address be most exhaustive address for the confore the Rochester Chamber of Coma barge canal will accrue almost entirely en by the ore in its passage from Lake

ever-benefits might accrue from these industries.

"According to Mr. Raymond, the L000-ton barge canal would make the freight manufacture of iron and steel, it is proper to say that in the last few years these industries have clustered extensively around Lake Erle, as at Lorain, Cleveland, Ashtabula, etc. The development of vast quantities of the finest iron ores near the shore of Lake Superior has given iron working an impetus difficult to realize if one has not personally seen it, and the development of the present day is a mere drop in the bucket compared to what is to come. These iron

W. N. GILES.

"It is therefore of the utmost importance that in submitting the question of an appropriation for a could be the fine that it is not yet comprehensive to this report to the hampered by limitations as to capacity, but that it is should be of such dimensions as to meet not only present but future requirements of this rapidly expanding as to meet not only present but future requirements of this rapidly expanding as to meet not only present but future requirements of this rapidly expanding as to meet not only present but future frequirements of this rapidly expanding as to meet not only present but future frequirements of this rapidly expanding as to meet not only present but future frequirements of this rapidly expanding as the meet not only present but future frequirements of this rapidly expanding as to meet not only present but future frequirements of this rapidly expanding as the meet not only present but future frequirements of this rapidly expanding the sum of the same extent as the flusion, but the flood of water would acter, and it will be found that the policy of the general government will be to help those who help themselves.

After J. A. C. Wright had said something about deep waterways, committees were announced as follows. The same of the rapidly meeting about deep waterways, committees were announced as follows. The same of the same feel, the volume of water would maintain a down of the great Empire State need the Solo miles, so that a fall of about 34 results of the rapidly expanding to the same extent as the flustent of the rapidly expanding the same of the control of the water of the rapidly expanding to a grateful to the same extent as the flustent of the rapidly expanding the presents of the presents of the rapidly expanding the presents of the presents of the rapidly expanding the presents of the presents of the presents of the pr

horse power continually.

"Judging from the profiles of the barge canal report and the report of the United States Engineering Commission on Deep Waterways this would be dis-



JOHN I. PLATT

000,000 bushels of wheat, and 50,000,000 buscels of corn. In 1881, the total num-ber of barrels of flour exported from New York was 4.507,000, while wheat had bropped to 42,600,000 bushels and corn a 32,000,000 bushels, a total drop-off of 39,000,000 bushels in the two items of

year 1901, it appears that the total ex-port from these several cities was 12,-900,090 barrels of flour, 114,000,000 bushels of wheat and 92,000,000 bushels of corn. ent., and corn 26 per cent. Stating these percentages in barrels and bushels we have for 1901 a total number of barrels of fleur experted from New York of 4,of extreme importance is shown by the green transfer of extreme importance is shown b ons for this falling off, the speaker voer ports have grown up, and railway conlidations made which render it pos to take flour and grain to Boston, Philareal, etc., cheaper than it can be car-ried to New York, and that it is far from true to say that lack of transportation cilities by the canal are in any great legree responsible for the change which

although in considering the probabilities on this point it should not be overlooked that during the last few years the total freight carried on the Erie canal has been at the most only a very small percent, of the freight arried by the New York Central and Erie railways. In 1901 the tonnage of the New York Central tral was over 37,000,000 tons; of the Erie 3,420,000 tons. That is to say the state canals carried about one-lenth of the freight carried by those two rallways. months in the year, while the railways

freight between Buffalo and New York with the Erie canal completed under the while with the Eric canal completed in accordance with the project of the canal communities for the use of boats 125 feet by 171-2 feet by 8 feet draught it will be 44 cents. For the barge canal as recommended by the canal committee the mended by the canal committee the according to the estimate in its report,



senson of 1961 was 58 cents, while the average cost by canal from Buffalo to New York during the same year, was \$1.16, but this was not the whole cost. It is merely the proportion paid by the producer. Since there are no tolls on the Eric canal, we must add the average cost of Interest, repairs and maintenance of the state canals, which is, as shown in the paper read before the commerce convention at Buffalo, \$1.03 per 10n. Adding this righter to the present green that 24.25 to be used in traffic from the have a cost of nearly \$2.20, which \$2.25 to Main the proportion paid by the producer and it may be well remembered that the proportion paid by the producer and it may be well remembered that the proportion paid by the propor

ultimately for a business of ten million tons per year, to fifty cents per ton. We have, therefore, 76 cents per fon actual cost as the best that can be done for a barge canal, with ten million tons annually, of which, 50 cents is state sub-

annually, of which, 50 cents is state subsidy.

"But there is the competition of the 2.500-ton train, which the New York Contral is now ready to operate, to be reckoned with. There seems no reasonable doubt that this train can carry freight to New York about as cheaply as the one thousand-ton barge canal, and in about one-tenth of the time. There is given y reason, therefore, to believe that the New York Central's 2.500-ton train will take the traffic and that the barge canal is of little value.

"Aside from its interest as bearing on the question of youvisability of Lake Ontario one them there is a thicked that the barge canal adventes have not succeded in convincing the state engineer and surveyors that their views are legical and with the state confineer and surveyor's department against the barge canal, there is dittle hops that the project will go through.

"In comparing the retailing merits of the barge panel and a deep waterway, perhaps as important a matter as any

able to descend to Lake Ontario at Olcott present Erie canal When the Davis bill,



SENATOR W. W. ARMSTRONG.

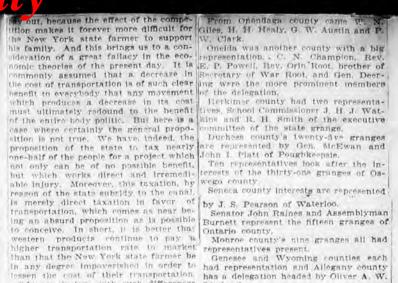
authorizing the referendum was before the Legislature it was very strongly urged that boats designed for navigating the barge canal would not be able, on account of liability of storms, to navigate Lake Ontario, and this argument undendedly had considerable effect upon members of the Logislature, but that there is doubt about it may be inferred when one examines the annual report of the state engineer and surveyor for 1902, in which appears an argument in favor of the Lake Ontario route as sgainst the interior route. This argument is prepared by William Pierson Judson, deputy state engineer and surveyor. In the beginning Mr. Judson calls attention to the fact that the route via Lake Ontario will cost \$32,000,000 less than the similar enlargement by way of the present Eric canal. Indigence where the fact that the line includes the navigation of Lake Ontario would in no way contribute to the Camadian commerce by way of the St. Lawrence, but would solely benefit the converted of the St. Lawrence, but would solely benefit the converted of the St. Lawrence, but would solely benefit the converted of the St. Lawrence, but would solely benefit the converted of the St. Lawrence, but would solely benefit the converted of the St. Lawrence, but would solely benefit the converted of the stream of the strength of the stream of the stream additional \$15,000,000 to the Eric canal and the such as discounted on the Eric canal and the such as the construction of a barge canal, at an extimated cast of anywhere from \$101,000,000 to the address of the Executive Committee Ira Sharpe, Secretary W. N. Glies Chairman of the Executive Committee Ira Sharpe, Secretary W. N. Glies, Chairman of the Executive Committee Ira Sharpe, Secretary W. N. Glies, Chairman of the Executive Committee Ira Sharpe, Secretary W. N. Gles, Chairman of the Executive Committee Ira Sharpe Secretary W. N. Gles, Chairman of the Executive Committee Ira Sharpe Secretary W. N. Gles, Chairman of the Executive Committee Ira Sharpe Secretary W. N. Gles, Chairman of the Executive Committee Ira Sharpe Secretary W. N. Gles Chairman of the Executive Committee Ira Sharpe Secretary W. N. Gles Chairman of the Executive Committee

MERTON E. LEWIS.

"The average cost of moving a ton of wheat from Chicago to Buffalo during the senson of 1901 was 58 cents, while the average cost by canal from Buffalo to New York during the average cost by canal from Buffalo to New York during the average cost by canal from Buffalo to New York during the average cost by canal from Buffalo to New York during the average cost by canal from Buffalo to Tives and the distance to be fraversed to a common point in Lake On tario opposite Olcott is practically the same, being sixty-six statute miles by way of the Welland canal, and sixty-independent words, is likely to do good. Every one entitled to vote at the next election in this state, when the same, being sixty-six statute miles by way of the Welland canal, and sixty-independent words, is likely to do good. Every one entitled to vote at the next election in this state, when the same, being sixty-six statute miles by way of the Welland canal, and sixty-independent words, is likely to do good. Every one entitled to vote at the next election in this state, when the same, being sixty-six statute miles by way of the Welland canal, and sixty-independent words, is likely to do good. Every one entitled to vote at the next election in this state, when the same, being sixty-six statute miles by way of the Welland canal, and sixty-independent words, is likely to do good. Every one entitled to vote at the next election in this state, when the same, being sixty-six statute miles by way of the Welland canal, and sixty-independent words.

26 cents per fore. But to the cost of maintenance and operation, which amounts for a business of five million tons per year, to one dollar per ton, or ultimately for a business of ten million tons per year, to fifty cents per ton. We have therefore, 76 cents per ton.

Another point is the injustice of taxing the New York state farmer for a canal, the business of which will be largely the carrying of western products ven more severe than that now experienced. It does not answer to say, either that Buffalo and New York pay 75 per cent, of the total taxes, etc., or that some counties receive more benefit in



is merely direct taxation in favor of transportation, which comes as near being an absurd proposition as is possible to conceive. In short, i) is better that western products continue to pay a higher transportation rate to market than that the New York state farmer be in any degree impoverished in order to leasen the cost of their transportation.

"In conclusion, with such differences estate cost and resthods of construction as have been along to the first thing to be done is to find out whather a barge canal is really peeded—whether, in short, as the commerce comprission suggested, an expenditure of \$15,000,000 is not all that is necessary; that nelliber Brie canal nor a barge canal have any special significance except as a regulator of freight sites and that such regulation can be as well accommission by expending an adult.

way of the St. Lawrence, but would be solely benefit the conumeres of New York therefore unjust taxation.

Resolutions.

depth and with much larger looks than proposed, by which commerce now how full access to the St. Lawrence route.

"From a common point in Lake Eric, seventeen miles up the lake from Rurfulo and opposite to the entrance to the Welland canal, the distance to be laid in November, to vote upon the proposition for the expenditure of the enormous sum of one hundred and one million dellars for the enlargement of the do good. Every one entitled to vote at traversed to a common votal in Lake (in

"Whereas, It is believed that the question of canal improvement is still an open question, and one to which suf-

proposition. And be it further

Some of the Delegates.

Wayne county sent a big delegation who demand a ship spresenting sixteen granges. E. B. Norris, master of the state grange; D. Tharles H. Betts and Judge Thaddeus; W. Collins were among the more prominent representatives.

Senator John Raines and Assemblyman

the convention held at the Chamber of canal scheme some strong arguments The committee on resolutions reported against the proposed "Improvement" were presented. Most of them were ar-grant "Whereas, The electors of the State guments which have been set forth time

that proportion paid by the people of the state is a subsidy to the traffic.

"Suppose, however, the barge canal is constructed and the cost of freight is, as estimated by the canal committee, restimated by the canal committee, reduced to 25 cents per ton. But to this duced to 25 cents must be added, as before, the

clent consideration has not been thus "This barge canal project is too expenfar given by the people; therefore sive for an experiment and is not com-"Resolved. That it is the tenor of this prehensive enough to satisfy the requireconvention that the interests of the ments of the times and the locality. We state will be best conserved if the aforestate will be best conserved if the afore-said 1,000-ton barge canal proposition is disapproved by the people at the polis, and that, believing as we do, that our commercial and industrial interests, and the interests of the agriculturisis and la-boring classes of the state will be most disadvantageously affected by the approval of said canal proposition, we do earnestly recommend the deleat of such proposition. And be it further recognition. And be it further
"Resolved. That a permanent organ—powerless to control it and in case of ization be effected to have charge of and misunderstanding with Canada or Great carry on an intelligent, aggressive and Britain it might save its entire cost in the barge panal and a deep waterway, perhaps as important a major as any is that the desper channel would give the proposition. A great is that the desper channel would give the proposition a great is that the desper channel would give the proposition. as to mittee to consist of one member from into the Great Lakes." As The Union transferred from the Atlantic to Lakes

each county of the state to have the has frequently pointed out, the need of This great fleet augregates active management of such campaign." a waterway by which warships could be Jefferson county's thirty-two granges Ontario and Erie, in case of a war with were represented by fifteen delegates England, should make the Federal gov-headed by A. M. Marsh. H. P. Duniop and Ell O. Andros.

Twenty-nine Chautaugus county that it build a great ship canal through during the winter months. On the return of spring they can be in Lake Eric
gates headed by P. E. Marshall and J.
a ship canal is properly presented in From St. Lawrence county came ten Congress it should induce the Federal delegates representing thirty granges. They were led by M. C. Gulley.

Lewis county had eight delegates representing nineteenth granges and they were headed by R. E. Olis and H. E. C. They were headed by R. E. Olis and H. E. C. They were headed by R. E. Olis and H. E. C. They were headed by R. E. Olis and H. E. C. They were headed by R. E. Olis and H. E. C. They were headed by R. E. Olis and H. E. C. They were headed by R. E. Olis and H. E. C. They were headed by R. E. Olis and H. E. C. They were headed by R. E. Olis and H. E. C. They were led by M. C. Gulley. who demand a ship canal, and a ship

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ARGUMENTS AGAINST PROPOSITION BARGE CANAL PROPOSITION BARGE CANAL PROPOSITION Company of the company of the

ment to Appropriate \$101,000,000 for Improvement of Canal-State Committee to be Appointed and Will Meet Later-Resolutions Adopted After

and Will Meet Later—Resolutions Adopted After
Some Little Discussion.

Not in many range in a surrough and the control of the

with the carriage of freeht on its through carry freight on an uninterrupted body of water. The house the same of credit that were carried on the same of the properties of th

The question before this convention is one of momentous importance to the future of the nation. It is not a local issue nor even one which can be confined to the limits of this state, but it is one which after the commerce of the entire country. This Eric canal connecting the lakes with the sea bas spun a fabric which, within a century, has made the port of New York one of the great fluancial centers of the world. This object lesson has not been in vain, for our competitors, rightly recognizing the cause of this rapid development and the menace to their trade, have not been slow to adopt neutralizing measures by opening rival routes which have far greater capacity for handling freight at low rates, which we have been content with existing conditions, and are only now beginning to investigate as to the causes of the relative decline in the connect of the port of New York and the tonnage of the Eric canal. No nine-foot waterway can hope to compete with one having a draught of fourteen feet, since "the commerce of the port of New York and the tonnage of the Eric canal. No nine-foot waterway can hope to compete with one having a draught of fourteen feet, since "the commerce of the port of New York and the tonnage of the Eric canal. No nine-foot waterway can hope to compete with one having a draught of fourteen feet, since "the commerce of the port of New York and the tonnage as the cities which is forced this year, as we have a non-political situation. There is no state the northern route to Montreal is more districted to be nominated, and both per with a

has satisfied himself that with a canal should be kept in good repair.

quiring two transhipments, one at Buffisio and one at New York, there is not only no RESOLUTIONS PRESENTED.

in any great degree responsible for the change which has certainly taken place.

Taking up the cost of freight transportation Mr. Rafter said:

Another point is the injustice of taxing the New York state farmer for a canal, the business of which will be largely the carrying of Western products to market, with the result of making the competition with the New York farmer even more severe than that now experienced. It does not answer to say, either that Binfalo and New York pay 76 percent, of the total taxes, or that some counters receive more benefit in the way of school taxes, etc., than they pay out, because the effect of the competition makes it forever more difficult for the New York state farmer to support his family. And this brings us to a consideration of a great fallacy in the economic theories of the present day. It is commonly assumed that a decrease in the economic theories of the present day. It is commonly assumed that a decrease in the expenditure by the state villable in the consideration of a great fallacy in the freedound to the benefit of the entire body politic. But here is a case where certainly reduced a decrease in the consideration of the control to the farmer of the proposition is not true. We have, linked the farmer of the proposition is a farmer for the farmer of the proposition of the great anapplication and that the character will be added to appoint a common that a fallacy in the farmer of the proposition. The proposition. The propos

M'CLINTOCK FOR SHIPCANAL Monroe County Engineer at Home on

this Subject. The last address at the afternoon session dr. Chairman and Members of the Conven-

merce, but that a great increase may be confidently expected in grain shipments, as well Oppose Amendment.

Mr. Rafter quoted from the reports of The committee on resolutions reported

THE EVENING SESSION.

Master, E. B. Norris, Says Prohibition

Secretary Giles Tells How Patrons of

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After brief remarks by John A. C. Wright, adjournment was taken for lunch

A Word From Mr. Wright. John A. C. Wright followed Mr Giles Mr. Wright said that the only way t

defeat the barge canal proposition was by a federal slip canal. He favored a amendment to the resolutions, bringing out the idea that the ship canal was live issue. He said that the survey aroun Ningara Falls had been completed, showing that with nine modern locks, a 9,000-ten vessel could be brought into the lake and to Rochester and Oswego.

Mr. Wright then traced the course of the ship canal, bringing the 9,000-ton vessel into Oneida lake, at a cost for the canal of only \$60,000,000. He made a pica for a ship canal instead of a barge canal, using the arguments which he has frequently advanced on those lines.

The last speaker was J. B. Wise, president of the Board of Trade of Watertown, who spoke for the manufacturing interests of Northern New York. Said He:

"I understand that the Grange interests of Northern New York have been presented here, but I want to speak for manufacturing interests of the North We do not expect any benefit from a barg canal. I believe that the canal matter i a thing of national importance. If the money is to be expended for the canal it should be expended by the national go

ests of Northern New York, I unhesitat-ingly second the motion for the adoption of the resolutions reported from the com-The resolutions were adopted unani

On motion the chairman was given tin which to appoint the state-committee of one member from each county.

The secretary was authorized to call a meeting of the committee at Albany

for the purpose of organization, on the lines laid down in the resolutions. E. B. Norris moved a vote of thanks to the Rochester Chamber of Commerce, which was unanimously adopted, and the cention adjourned sine die

THE DELEGATES. Names of Those Who Participated in the

The names of the delegates who participated in the convention follow by coun

Albany—Thomas Cant, W. H. Ferguson, William B. Jones. Allegany—Hon. A. W. Litchard, Broome—A. E. Rogers. Cattaraugus—F. N. Godfrey, H. A.

Chyuga-Hon. B. M. Wilcox, Charles H. Putnam. utnam, Chautanqua-J. A. McGlnnis, E. D. Hews, W. Lathrop, F. D. Hardenburg, S. J. owell, R. C. Chothier, C. M. Griswold, Hon-f. E. Dan, C. K. Sanders, D. Morris, Chemung-E. J. Young, Charles F. Cham-erlain. co-Charles H. Stanton.

ibla-H. W. Niles, and-B. R. Knapp, A. J. Kenfield, Grant Perry.
Dutchess-Hon. John I. Piatt, S. F. Flagler, Frank Boucher, Hon. Francis G. Langdon, George M. Hine, J. Du Bols Carpenter.
Erle-W. E. Graves, Akron; P. H. Ithodes,
Clarence Center; Herbert Churchill, Akron;
William H. Beach, Akron.
Essex-J. C. Burdick,
Franklin-E. B. Dana, E. J. Mannix, F.
M. Johnson.

M. Johnson,
Genesee-S. P. Hooker, Archbald McVean,
W. W. Ware, D. E. Pierson, J. C. Walker,
A. K. Carrier, E. J. Stevens, George Hughes,
A. A. Arnold, J. N. Parker, Joseph S. Wilford, Peter Vean, J. O. Green,
Greene-A. E. Hunomel, Sanford H. Tompkins. kins,

Herklmer—J. H. J. Watkins, R. H. Smith.

Jofferson—G. A. Fuller, W. A. Rogers, H.

P. Duniap, R. P. Grant, A. M. Marsh, E. O.

Andrews, F. C. Overton, R. C. Pettingill,

J. B. Wise, R. J. Buck, George W. Knowlton, W. J. Mills,

Lewis—Richard C. Otis, H. E. Cook, Ira

Sharp, A. M. Seymour,

Livingston—J. B. Wiste, L. W. Warner,

W. E. Dana, C. K. Sanders, D. Morris,

Madison—J. Wesley Goodell, Jefferson

Nov. the taxes paid by the people should be expended for the many and not for the

ingston—J. B. White, L. W. Warner, ingston—J. B. White, L. W. Warner, I. Dana, C. K. Sanders, D. Morris, dison—J. Wesley Goodell, Jefferson w. W. W. W. Randall, A. C. Randall, E. Whipple, W. Barrows, L. B. Shay, J. D. Oxon, P. L. Gates, J. R. Jannelis, H. A. Gaon, D. A. Stewart, J. T. Burlingsunc, eorge T. Ward, Hon. M. E. Lewis, Hon. Y. W. Armstrong, S. J. Robbins, Thomas lood, Dufay Wright, William Duna, eorge Duni, Warren, F. Beardsiey, harles L. Leonard, Henry Warner, John alne, L. D. Welch, D. S. Ely, Onelda—C. M. Champion, J. M. Porter, seerge Hatfield, W. J. Scott.

W. J. Scott. W. Heaty, George W. Aus-Charles Counces, orge B. Shepard. s-Hion. Fred Downs, Hon. Dennis

Oswego John Yull.
St. Lawrence-Barnard Whitley, M. C. Gulley, J. Frank Zoller, R. H. Goodall, J. Saven, L. L. Wright, C. R. Walter, M. J. Hazelton, I. G. Farmer, J. E. Rankh, S. F. Hartley.
Schenectady—S. R. James.
Schenectady—S. R. James.
Schenechad. J. Bartlett, C. C. Pontius, E. P. Cole, J. S. Pierson.

, Lewis, Marshall Shant. Tompkins-John L. Manderville. Hister-Philip Schantz, H. C. Cooley, J. A

Tister-Philip Schantz, H. C. Cooley, J. A. Henworth.
Washington-John R. Staples.
Wayne-E. B. Norris, Albert Yeoman, Wlits Rogers, Cyrus Flieb, G. S. Horton, C. H. Betts, John Laird, C. J. Armstrong, L. Arms, A. P. Smith, C. P. Williamson, R. J. Woodmill, E. Person, John E. Felker, W. P. R. gers, J. S. E. Budd, Abram Felker, Kingsle Fleahing.
Westchester-James Wood.

1

STATE COMMITTEE

When Chosen Members Will Assemble in Abinv.

PLAN OF CAMPAIGN AGAINST BARCE CANAL WILL BE FORMULATED.

Couvention Came to a Close With hission Last Night - Closing Address by Ars mblyman Fraucis G. Landen, of Dutchess County.

The convention held to voice public ondemnation of the barge canal project ame to a close with the session held in room last night. Hon. Francis G. Landon, member of assembly from Dutchess county, delivered a forcible address, and cal operation the plan of campaign outlined in the resolutions that had been adopted, were discussed at length. It was decided to adopt the suggestion of Chairman John I. Platt, of Poughkeepsie, which was embodied in a motion to the



ASSEMBLYMAN LANDON.

tee, General Wood, be given such time as he needed to make up the state commit-tee, one representative from each county as provided by the resolutions, and that when the committee was completed the secretary, John M. Ives, of this city, is sue a call for the committee to meet it the city of Albany. A plan of campaign gainst the barge canal scheme will the

In the course of his address to the del egates Mr. Landon said: "The great obstacle that we will hav o contend with next election day is the addiference of the average voter. Many f the canal appropriations passed upon the people have been carried by ninority of the voters because the y, or canal men, have always been organized and got every vote out, ille the majority, or anti-canal people ave never been thoroughly or

and through indifference have failed to "It is quite true that this is a refer endum bill, and it is to be decided the people whether they wish this amount expended or not, but added to he indifference just noted you will find tremendous lack of intell gent appr lation of what this expenditure means, believe one of the best arguments (in he way of instruction to place before the people) is the duty of a state gove ent, which acts as a trustee for their elfare seeing, that justice is adminis-red to all alike, that all have equal iberty and, most important of all, that

'It is true that \$101,000,000 is a small debt for the state of New York, if that debt is to be used for the furtherance of her own people and their welfare. On the other hand it is an enormous sum o noney to expend to ald sister states and oreign states, to the absolute detriment f its own people and their industries.

The expenses of our state gove day are in the neighborhood of \$22 tion. Such expenses as that of educ tion, maintaining the unfortunate wards of the state, good reads, the Judiciary, the National guard of the state, and the such as the state departments, legisle Add to this, say, one million and a half for incidentals and you get the expenses of the sinte up to twenty millions and a half. I would emphasize again the fact that every cent of this is expended in the general expense account two millions and quarter for canals, some 10 per cent, of

COST TO TAXPAYERS.

"If this enlargement should be voted for next November you will have to add to the general expenses of the govern-ment at least five millions; in other words, twenty-five per cent, more than and concisely put before every voter of

'An effort was made last year in the lesislature to amend the constitution so that tolls might be collected again on the

o it may be made possible again.
"One other thought I would leave with
you, and that is, Who is going to benefit by this canal? There might be a touch of humanity in it if we could believe that the farmers of the West would benefit by it, or if we could believe that the poor prope might benefit by it, but that on Europe might benefit by it, but that is furthest from the dreams of those who are advocating this enlargement. The farmers will still barely eke out a living and the poor of Europe will may the price as usual. Those who are to benefit will be comparations interested. orporations interested in the grain ele-stors of Buffalo, the steamship lines of lew York, the floating elevators of New York barbor, and, worst of all, those con-temptible members of the wheat pit of Chicago that take pleasure at times in cornering the bread stuffs, the food of

"If the draums of the advocates of this necessive should come true it would mean to reduction of the wages of the vast true of railway employees of this state." t would mean reduction in the value of he farms of this state; it would mean dditional taxation, whether it is direcways and means for bringing into practi- the hazy distance, increased facilities for transportation by rail will have so multiplied that the dear old canal wil still be

"To sum up my few remarks, I warn evernment. We should impress upon what great loss the people in all walks of this bill can be defeated, and I for one shal do all that is within my small power

Desperate Tactics of Barge Canal Advocates.

It is evident the barge canal advocates are at the point of desperation in stooping to such a contemptible attack as that made upon the local cular has been distributed in Rochester among workingmen declaring that the Chamber of Commerce has advertised extensively for skilled workmen, putting forth alluring and unwarranted inducements with the idea of attracting plenty of help to the city so as to cheapen the labor market by an abundance of supply. The circular says further:

The Rochester Chamber of Commerce is endeavoring in every way possible to prevent the labor market of the city being in a condition to demand more laborers in any line. They know that the laws of supply and demand regulate the price, and propose to see to it that the demand never exceeds the supply—so the to see to it that the demand never exceeds the supply—so the price will not go up. To this end they are antagonizing the proposed improvement in the Erie Canal, knowing that if this proposition is indorsed by the people next November, it will mean the creation of a vast market for labor, and for the next six years the demand would so far exceed the supply that it would be impossible for the members of this famous Chamber of Commerce to reduce the wages of their employes if, indeed, they did not need to increase them slightly. Here is the key to the anti-canal attitude of this commercial body. The improvement of the canal will to increase them slightly. Here is the key to the anti-canal attitude of this commercial body. The improvement of the canal will make plenty of work for years to come. Plenty of work will be at least an incentive to higher wages. The Chamber of Commerce is posed to higher wages and hence oppose the canal improvement. Are you with them or a gainst them?

ment. Are you with them or a gainst them?

This canal improvement is a labor proposition because it means the expenditure of more than \$75,000,000 in wages. It has been indorsed and recommended by the leading libbor bodies in the state. It should appeal particularly to the workingmen of Rochester because of the fact that in the improvement more money will be expended in Monroe County than in any county in the state. A vote for canal improvement is a vote for labor's prosperity for the next six years, a vote for public ownership of public utilities and a vote arguing me nonolies.

This statement is not only false in fact as to the charges against the Chamber of Commerce, but it is ridiculously erroneous in its deductions as to the creation of a demand for labor in Monroe County by canal building. The circular undoubtedly emanated from Buffalo, where all sorts of fantastic reasons for the building of the barge canal are being advanced even to the point of bringing ridicule upon its advocates. The reckless vehemence and deliberate misrepresentations issuing from Buffalo in the campaign testify eloquently to the selfish considerations that actuate the barge

The statement that the building of the barge canal would create a big field for labor in Rochester of great benefit to the local workingman will deceive no one who stops to consider the character of the work to be done. In fact, it is apparent that the can al building would attract into the state a class of immigrants that is most undesirable and that would certainly become obnoxious at the completion of the work when they would be ingmen that the contractors would seek for the canal work would work cheaper than the American workman, and this would scarcely be an advantage to American labor.

In regard to the contemptible charge that the Chamber of Commerce advertised for labor in order to glut the local market it is pointed out that at the time labor was advertised for outside of Rochester, there was opportunity for 400 men to go to work in Rochester AT UNION WAGES, but the demand could not be filled by advertising. It is stated that the Stein-Bloch company a year ago went to an expense of \$3,000 to secure help from New York city because help could not be secured in this city and at union wages. Another manufacturer is said to have refused orders amounting to \$500,000 last year because the necessary help to fill the orders could not be secured.

It is evident that in the Rochester movement the barge canal advocates see the defeat of their efforts to fasten the \$101,000,000 job upon the state and that they are resorting to desperate factics in their rage. There is no doubt of the verdict of the people at the poils when the merits of the cas are put dispassionately before them as is the purpose of the Rochester movement. The Jimes, July 22, 1908

CARE IN SELECTING Canal but that was defeated by the rabid concluded by the rabid concluded

Permanent Organization Effected to Carry on Intelligent, Aggressive and Persistent Campaign Against the Proposed Constitutional Amendment.

Free Laxation, Such expenses an interest, and study only the products of the maintaining the unreleased and the state of the maintaining of the government, and the state of the

The anti-sarge convention was consciously and most of the delegates left at once for their homes. The convention was better attended than even the most sanguine had hoped and its proceedings were marked by harmony and cornestines. The speeches were all because that the speeches were all because that the speeches were all because that the speeches were all because the strategiant and the subject under discussion and determined account of the constitution at many the subject that it is all the subject that it is subject to the subject to same the constitution of the subject that it is all the subject that it is all the subject that it is subjected and an all three words at all is collected again of the subject to same the constitution of the subject that it is all that it is all the subject that it is all the subject to same the constitution of the constitution and the subject that it is all the subject to same the constitution of the subject to same that the subject that it is all the subject to same the constitution of the subject that it is all the subject to same the constitution of the subject that it is all the subject to same the constitution of the subject that it is all the subject to same the constitution of the subject that it is all the subject to same the constitution of the subject that it is all the subject to same the constitution of the subject that it is all the subject to same the constitution of the subject that it is all the subject to same the constitution of the subject to same the constitution of the subject to same the constitution of the subject to same that it is all the subject to same the constitution of the subje

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omerches of the accommercial and industrial interests, and commercial and commercial and interests of an accurate to a proposition, and an intelligent, and on the commercial and interests of an accurate the proposition and an intelligent, and on the commercial and and and commercial and and commerci

whereas, Such proposition, if smooth by the cleaning, will result in the state and, "Whereas, Such proposition it smooth by the cleaning will be considered to the state and the state a

wink we know that, that the present is can it falls short of (is greatest useruiness, not so much because of its lack of size or the obsoleteness of its methods, and nothing that zones in or comes out at either end but must pay tribute is or great as to absorb all profit that mught accurace in the must be succeeded in the bill that we are called upnor the state to control that we are called upnor the state to control that we are called upnor that we are called upnor the state to control this weak and a control the state to control this measure, and not one word is said in this bill that we are called upnor the state to control this must remain the state to control this measure, and not one word is said in this bill that we are called upnor the state to control this measure and farther any and yet large and rapidly growing continued that the state to control this measure, and not one word is said in this bill that we are called upnor the state to control this measure, and a farther any argument that should tend to raise a more retrievable to the state to control this measure, and farther any and set that we are asked to expend on untilimited with or or state, its earlier within our state, its event asked to expend a both these sections are openly one or a waterway, and yet the must retrieve the sound of the public attention of the public attention should not be arrayed to a size of the definition of the convention.

The convention was called to order by president T. B. Dunn, of the Rochester against it in the bill itself.

The convention was called to order by president T. B. Dunn, of the Rochester against it in the bill itself.

Cost of the Canal.

The above statement is assuming the paid with the order than the time that the can bill the sold.

The above that they can be the fact, that they are a hundred and one million reasons against it in the bill itself.

Cost of the Canal.

The convention was called to order by specific with bill the sold.

The convention was called to order by specific with bill the sold

es upon the state? should be surrounded by every safeguard to protect the public interests, and guarantees of faithful performance, but her natural advantages she continues the this matter has been entirely overlooked, wise statesmanship that has marked he feated; the one amendment that offered the most in this direction: that the work should be placed in the hands of a responsible non-partisan commission, and thus give us the assurance that it was to be honestly and economically done, and not be a work of political graft, was defeated, and I am here to say, that the measure, however meritorious it might otherwise be, viewed from past experience, for this very reason, deserves to be defeated, and will be defeated, if I understand the sentiments of the voters and taxpayers of the state.

and taxpayers of the state. "It is sought to interest the labor element of the state by working on their cupidity in showing to them the great amount of labor required, ignoring the fact that the amendment that sought to oblige this work to be done by citizen labor was lost, and the laboring man when he realizes that this work will be done by steam shovels and Italians will hesitate before he helps to place so great a mortgage upon the home he is striv to make his own.

"We object to it because we have grown to like the idea of no state tax, and when we realize that to maintain this very desirable condition it was found necessary at the last session the Legislature to cut down some and cut out many very necessary and de-strable appropriations, and when it is realized that this pruning process on ap-apropriations fell the heaviest on appropriations designed for the benefit and in the interest of agriculture; then it is not strange that the Grange should oppose a measure that proposes to absorb so much of the state's revenues, either di-rect or indirect, that we cannot hope for years to come for many of the things we believe to be necessary, for if we could not get those things when no great expenditure was in the way, what must we expect should this immense expendi-

"A new but serious objection has presented itself in the argument of some of the promoters. When objections were offered that a change of position of the proposed canal from the present Erie threatened to disarrange some business grown used to it; that 'there is no sed canal from the present Erie hought of abandoning any portion of the Erie canal: allowing this to be true, then we are to expect that the burden of maintaining the present canal is not to be shifted, but to be increased by the addition of a canal many times larger and proportionately more expensive, and we are to have two canals instead of

cost of carrying freight any less. It may make it a trifle less to the shipper. but what he saves must be borne by the state at large, and thus we shall see the wretched injustice of taxing the whole state to carry the freight of a favored few, and the most of that favored few residents of other states whose interests are not ours, and who will not be called either directly or indirectly to bear the burden either of construction or main-tenance; a public burden for private use; a subsidy from state to shipper, and

we are opposed to subsidies.

"We object, because of its absolute inadequateness to meet the requirements suggested, if it is to open communication between the Great Lakes and the Sea, then it must compare in capacity with the lakes; upon the great lakes to-day are very many vessels of the sea-going class, that could not pass through this proposed canal. If a canal is built it should be large enough to float these boats, and thus avoid the transferring of loads at Buffalo. Nothing short of this with the great railroads of to-day, and a plan of this magnitude, whose effects would be national, and whose benefits would be national, can only be built by the national government, and it is no argument for our building, 'that we don't know as the national government will do it;' we do know that the naas long as there is any prospect that we

The ridiculous statement is made falo pay 80 to 85 per cent. of all the axes of the state ' they ought to be allowed to squander the money thus raised as they will, and we from other and as favored sections should have no e in the matter; there is as much se in this argument as there would in a country school district where ohe nt owned and was assessed upon of property and one hundred ers on \$1,000 each, that the one rich

tion shall we blindly, by our votes, pro- against section, but all should realize ceed to fasten with our own money, one of the most unscrupulous and exacting all, and distress in one section is disaster

"We oppose it because a proposition "The great state of New York has a ntemplating so great an expenditure ways been the Empire State, was before and we note that every amendment of-fered in the Legislature last winter with that object in view was promptly de-feated; the one amendment that offered

"It is sought to interest the labor ele- where the public good is not to be pro-

criminating against their own state.

"As against this view, it is argued that the canals have been the chief factor in determining the commercial supremacy of the state in the past and that merce of the state has grown; that the present decline in canal business is due to the failure of the state to keep the canals up with the times and that so far as rates are concerned, even in the present condition of the canals, the rates are much cheaper than on the rallroads.

"At the oher extreme are those who advocate a ship canal built by the state or by the Federal government, capable of accommodating lake or ocean vessels, or, indeed, anything affoat. With reference to an all water route from the lakes to Europe, it is contended that a vessel that can navigate the ocean, the canals and the lakes cannot be con structed so as to be economically and commercially successful, and this posi-tion is based upon low rate of speed at which ships must proceed through lor

KNELL OF BARGE CANAL

Campaign Against \$101,000,000 Proposition Organized at Convention Held at the Chamber of Commerce.

STRONG RESOLUTIONS WERE ADOPTED

Delegates From Thirty-Six Counties, Representing All Sections and Interests, Unite on Platform in Opposition to Barge Canal--Many Eloquent Speeches Delivered --Enthusiasm for Coming Campaign.

The assembly room of the Chamber of Commerce was filled during the morning, afternoon and evening sessions by representatives of 53 counties, who gathered to enter a formal protest against the proposition to spend \$101.
600,000 for the construction of a 1,000-tom barge canal, on which the people will yote this fall. The convention was creative, in support of which it is contended that there is a limit beyond which it you have to enlarge the canals. vote this fall. The convention was oveated by a circular sent out throughout the state under the auspices of the Rochester Chamber of Commerce, aided by the active interest of the state grange.

organize the sentiment that prevails in every section of the state outside of Buffalo and New York against the barge canal proposition and from its deliberations will follow an active, aggressive and effective campaign through the state in opposition to the plan. The convention brought together all oppo-nents of the barge cannal proposition; some who were against all canal improvement; some who favored a ship canal to be constructed by the Federal government; some who desired to carry to completion the Seymour plan, adopt

ed when the \$3,000,000 was expended. During the day sessions the rooms were crowded with delegates, all wearing the yellow badge. The delegates ten feet of water and capable of carrywere representative, carnest, energetic men, who knew what they wanted and of the state requires that it shall not who were full of business. Not much time was wasted in preliminaries, and while there was plenty of talking, it was all to the point. The outcome the convention, aside from stirring up public sentiment, was the formation of one man from each county, which shall constitute a campaign committee to work in opposition to the efforts that are being put forth by the advocates of

the plan.
All felt highly elated with the success of the convention and the gener expression heard among the delegate on their departure was that the death knell of the 1,000-ton barge canal project had been sounded. There will be no let up in the fight until election day and the effort will be aggressive and along or-ganized lines, carrying the fight into every county of the state and meeting the opposition more than half way,

Mayor Rodenbeck Welcomed Delegates

portation of canals of the length of the Eria, Champlain and Oswego canals, giving due weight to the time required to traverse such canals."

Editor Platt as Chairman. John I. Platt, editor of the Poughkeet

the temporary chairman. He said: "We have met as business men to contate of New York at the election next purpose of enlarging the Erie, the Oswego and the Champlain Canals so that they shall be of sufficient capacity to float barges 25 feet in width, drawing be decided, under any influence of sentiment or prejudice or favoritism. It can only claim favorable consideration when its advocates have proved that i will benefit the whole state, and that that benefit will be greater than the amount to be expended.

"At the very outset we are met by the hat we who oppose shall show why the ne should not be adopted, appear ing to think that unless we do, it must be taken for granted that the immense sum they ask should be given. such an assumption is a self-evident ab-surdity. It is not required in any bust-ness enterprise, nor before any court, or in the decision of any question, that he negative should be proved. The bur-fren of proof is always upon the at-fremative. Unless the advocates of this chousand-ton barge canal can show affirmatively that it will produce benefit to the state greater than its cost, there

rears instead of requiring that it shall be paid off in eighteen. This will re-luce the amount to be paid each year to \$3,925,415, but as the time of pay-ment is so much more extended, it will add nearly 50 per cent to the ultimate ost, making it in all \$196,270,750.

wildings in the state of New York, and he land upon which they stand, is reported by the state superintend public instruction at \$92,207,473, an amount that is \$8,792,527 less than the principal sum which it is proposed to squander upon this canal improvement, and \$39,979.307 less than the ultimate minimum cost, if the debt is paid in eighteen years. The value of al grounds and buildings owned by all the deges and universities in the state of New York is reported by the chief statistician at Washington at \$22,734,687. The value of all the scientific apparatus in those institutions is \$2,360,460. We ave no data for determining the value of the buildings used for private schools, but at the most extravagant estimate, the entire educational plant of the state of New York will fall bew in value the minimum which will expended upon this canal, and if we add the \$27,392,237 which constitute ents of all our universities and it will still be fifty millions ort of what the state will expend if I opts the plan of extending this debt

A Crazy Proposition.

"Gentlemen, I might stop my argu-ment here, Is there any man upon the ment here. Is there any man upon the face of the earth so canal crazy as to believe that a thousann-ton barge canal will be worth more money to the state of New York, and produce more benefit to its people than our colleges, our uni-versities and our private and public schools? If there is, he should vote for this proposition; otherwise I do not see how he can do so.
"On an artificial waterway, where

there must be expense for construction, xpense for maintenance, and expense for administration it is impossible that water transportation should compete with the railway. It is a fact that for a ton of freight on the Eric canal has been more than twice as great as the cost of carrying freight on the trunk ines of the railway. In 1901 the cost of transporting all the freight carried on figures of which have just been given, he showing is better, because the fluctuating expenditure was less. In that year it was diminished to 6.5 mills, but his was for the lowest and cheapst class of freight known to the trans-Railroad show that its expenditure for carrying freight is only 4.1 mm's per ton mile, and it receives for all the freight carried over its lines, including its costy high-class freight, which is more than of freight on its through trains on th we shall find that the railway is able to carry it for less than half the canal cost in the most favorable years.

An Unanswerable Argument.

n-it needs for its com cial prosperity the development of its industries and the growth of its com-merce, cheap transportation. Therefore, it does not want canal transportation, for it costs more money to carry a ton of coal, a bushel of wheat, a thousand feet of lumber, or any other quantity of dise by railway. The figures are undenl-able, the conclusion is irrisistible. It does not make transportation cheap that the greater part of its cost is paid

'the state treasury.
"The proposition to east two hundred millions more into the bottomless ditch-to saddle upon our children and our chilren's children the incubus of such debt for such a purpose, is a proposition that is contrary to every principle of olitical economy, violates every rule of ound business enterprise, and outrages common sense itself. In the name and for the sake of the plain people of the Empire State, interested in its prosperity nd devoted to the welfare of every par of it, desirous of promoting whatever will increase its wealth and add to its industrial and commercial development; of protecting it from whatever will injure, we declare that if our efforts and our votes can influence the decision, this monstrous thing shall not be done."

Committees Named.

John M. Ives, secretary of the Chamber of Commerce, was made the temporary secretary of the convention, Hon. E. B. Norris, master of the state grange, moved that the chairman appoint com-

Hon, O. W. Litchard, Allegany; E. J. Young, Chemung; J. A. McGinnis, Chau-tauqua; Assemblyman F. G. Landon, Dutchess; Assemblyman Jean L. Bur-

The List of Delegates.

Following is the list of delegates who ny-Thomas Cant, W. H. Ferguson, B. Jones, hany-Hon, A. W. Litchard, ne-A. E. Rogers, raugus-F. N. Godfrey, H. A.

ga-Hon, B. M. Wilcox, Charles I n. tanqua—J. A. McGinnie, E. B. Hewe Lathrop, F. D. Hardenburg, S. J. R. C. Clothier, C. M. Griswold, Hon Dana, C. K. Sanders, D. Morris, nung—E. J. Young, Charles F Cham

B. R. Knapp, A. J. Kenfield erry ss_Hon. John I. Platt, S. I Frank Boucher, Hon. Francis 6 . George M. Ame, J. Du Bols Car

B. Dana, E. J. Mannix, F. J. H. J. Watkins, R. H. Smith

sole, W. Barrows, L. B. Shay, J. D. P. L. Gartes, J. R. Jannells, H. A. D. A. Stewart, J. T. Burlingame, T. Ward, Hon, M. E. Lewis, Hon. Armstrong, S. J. Robbins, Thomas Dufny, Wright, William Dunn, Dunn, Warren, F. Beardeley, L. Leonard, Henry Warner, John J. D. Wolch, D. S. Elly, —C. M. Champlon, J. M. Porter, Hatfield, W. J. Scott. Onondaga - W. W. Healy, George W. Aus-in, W. N. Giles. Ontario-Hon, John Raines, Hon, Jean L., Burnett, Charles Colridge, Frank A. Salls-ury, George B. Shepord, Orleans-Hon, Fred Downs, Hon, Dennis, Except, L. Elliott, C. Vick.

Schenoctudy S R. James. Schenoctudy S R. James. Schenoca A. J. Bartlett, C. C. Pontius, E. P. Stanks

ns-John L. Manderville, Philip Schantz, H. C. Cooley, J. A. Hepworth.
Washington-John R. Staples.
Wayne-E. B. Norris. Albeit Yeoman.
Willis Rogers, Cyrus Fitch, G. S. Horton,
C. H. Betts, John Laird, C. J. Armstrong,
L. Arms, A. P. Smith, C. P. Williamson, B.
J. Woodhull, F. Person, John E. Felker,

Remaine Call, Rev. E. C. Woodward, W. P. Rogers, S. E. Budd, Abram Felker, Kings-ley Fleming. r-James Wood. Engineer Haupt, Philadelphia, Spoke.

At this point the chairman introduced Lewis M. Haupt of Philadelphia, a prominent civil engineer and a form sion. Mr. Haupt's address was on the subject: "The Professed Enlargement the Erie Canal," and he spoke as fol "The question before this convention

is one of momentous importance to the future of the nation. It is not a local issue nor even one which can be confined to the limits of this state, but it is one which affects the commerce of the entir country. This Eric canal connecting the lakes with the sea has spun a fabric which, within a century, has made the port of New York one of the great financial centers of the world. This objections has not been in vain, for our comors, rightly recognizing the cause of this rapid development and the m to their trade, have not been slow adopt neutralizing measures by opening rival routes which have far greater on pacity for handling freight at low rates, while we have been content with existing conditions, and are only now beginning investigate as to the causes of the port of New York and the tonnage of the Erle canal. No nine-foot waterway and spoke off hand in a sledge hammer, the Eric canal. No lains-root waterway can hope to compete with one having a draught of fourteen feet, since the commercial value varies as the cube of depth,' and the northern route to Monday, and the northern route to Monday, and the northern route to Monday, and the company of the typewritten papers that were read. He said in particular, and the company of the company and the company of the one via the Hudson River. This gives the Canadian route a fourfold advantage and if the states desire to retain theh lead, it behooves them to take immediaterchange of lake and ocean commerce vithout break of bulk.

"The work of enlarging the Eric cana ew. The original conception of a canal the last century was retarded by the eral government through state jeal

interior and constwise states into closer touch and more harmonious accord.

'It is therefore of the utmost importance that in submitting the question of an appropriation for a canal to the people of this state, it should not be hampered by limitations as to capacity, but that it should be of such dimensions as to meet not only present but future requirements of this rapidly expanding the control of the cost of a barge canal. The cost is an uncertain control of the cost of a barge canal. The cost is an uncertain control of the cost of a barge canal.

"Let the great Empire State meet the emergency and improve the opportunity for her own and the national welfare,"

John A. C. Wright of this city followed with a chort argument in favor The convention then adjourned until 2 o'clock in the afternoon,

THE AFTERNOON SESSION. Speeches by Hon. James Wood, Senator wa Raines and George W. Rafter.

When the delegates convened for the afternoon session, the committee on per-manent organization reported the follow-

President, General James Wood, of Westchester; vice presidents, James E. district; William B. Jones of Albany H. E. Cook of Lewis, Fifth Judicial district (George J. Wilbury of Otsego, Sixth judicial district) E. B. Nerris of Sedus, Seventh judicial district; E. W. Litchard of Alleghany, Eighth judicial district

Chairman Wood's Address.

and. I am opposed to taxing the people of the iron and steer pusities for all time to come, whereas, with a ship canal constructed in this state for the people who are interested in this scheme are the producers of the West and the consumers of Europe. If the iron and steer pusities for all time to come, whereas, with a ship canal time to come, whereas, with a ship canal time to come, whereas, with a ship canal time to come the scheme are the producers of the West and the consumers of Europe. If

his produce, and be taxed for the privi-ege of doing it. The advocates of the ,000-ton barge canal scheme make many alse claims in its behalf. This is parco of New York is not decreasing. his falk about the increase of the comerce of New York City by reason of

"If we hold the advocates of a barge anal to the burden of proof which be-Proposition will fail. Fut we must realert from now until November. It rests with us. Let us be fathful and make the facts known, and the people will defeat this proposition at the polls."

"Outsiders" Were Fired Out. John I. Platt read the official call for e convention. He said that agents of a barge canal scheme were busy in is they entered the hall. This was their right, he said, but he objected to these me agents taking seats in the a asserted and at this remark several ersons in the rear of the hall took their eparture amid general laughter. reparing its report, the convention was

temporaneous were called for. John Raines' Speech. Senator John Raines of Canandalgua

"I do not represent anybody as a dele-gate in this convention: I came here be-

erce, and I wish to show my sympathy for the position taken by this body. I also wish to vote my opposition to a scheme which imposes unnecessary taxaion; for unnecessary taxation is alvievs unless toxation

"Innamuch as this question of expendi-ture for annal purposes had to be met, it is well that it is forced this year, as we have a non-positival altuation. There is not state theket to be nominated, and both parties will doubtless honor the reprising her own resources to the great undertaking. It is now time that the government with ample data, reports the work and lend a hearty co-operation to this state in all her laudable efforts to increase the facilities for reaching to the state in an in- being the first the question whether the abysis to increase the facilities for reaching state shall plunge at once into the abysis foreign markets, and in bringing our of building a barge canal the initial ex-

country. It should be national in char-acter, and it will be found that the policy of the general government will be to help the cities of New York and Buffalo,

of the deep water way plan, which he say that \$14,000,000 will be spent in that declared much more feasible and just as far advanced as the barge canal project. The county with the people's money.

"I have always believed that the canat was of enough value to warrant our keeping it in good shape to care for two-thirds of the traffic, which is local, but s for this 1,000-ton barge canal sche I regard it as a proposition to subsidize the county with the people's money. When you go to vote for this proposition you don't know where you are going in and you cannot tell where you are com-ing out. Men who are not interested in canal contracts or in elevator charges at the terminals, should go to the polls and put against the proposition the word

Mr. Rafter's Speech.

Buffalo and New York. At Buffalo the General Wood proved an experienced and able parlimentarian, with a pleasant address, and he made an excellent chairman. In accepting the chair, he spoke as follows:

"I am here because I am opposed to the great lakes cannot go beyond that "I am here because I am opposed to the great lakes cannot go beyond that place. This enables Buffalo, with other lake points, to maintain a monopoly of the fron and steel business for all time."

"Moreover, it may be again points the fron and steel business for all time."

both great political parties are playing with this scheme. They are both willing to take some chances on it, but it we can get the people aroused, both parties will be ready to drop it. We are asked, also, to put our capital into a business from which we can have no return.

"We are asked to pay the cost and interest for this scheme, when there are people who are ready to carry all of this produce, and be taxed for the priviaccount of this concatention of circumstances that iron may be munufactured more cheaply, not only at Buffulo, but provided we had free access by a ship anal, throughout Western New York, han at any other point in the world.

Buffalo's Selfish Motive.

with a great growing munici Buffalo, the construction of with a great growing municipality like suffalo, the construction of a barge canals carried about ene-tenth of the anal could be brought about and an injustry like this prevented from going arther. The Buffalo business men are playing for great stakes, and personally playing for great states, and personally the speaker makes no further criticism of their attitude than this—that if they are willing to construct the barge canal at their expense, or at the expense of Buffalo and New York City, no possible objection can be made so long as the balance of the state does not take part in the expense. Moreover, the construction of the barge canal by only Buffalo and New York City would not be us great an undertaking as the construction of the Manchester ship canal by the city of Manchester alone. So much for Buffalo.

"Turning now to New York—the other terminal point—the benefit is again to

terminal point—the benefit is again to mimended by the canal commutee the merchants engaged in the grain trade, and the average New York merchant has satisfied himself that with a canal requiring two trans-shipments, one at the canal communities the canal communities the canal communities that we were fluid and New York will be, according to the estimate in its report, only 28 cents.

"The average cost of moving a ten of Buffale and one at New York, there is wheat from Chicago to Buffale during

centent to be middlemen. If it were true that the prosperity of either city depended very materially on retaining the as shown in the paper read before the grain trade, it would be extremely un-fortunate. The real difficulty at New York has been in the post, and will con-tinue to be in the future, that it is an expensive place to do business. The construction of a barge canal cannot in any degree relieve this. New York mer-chants must make up their minds that either the traffic will go to less exper sive places or else they must devise ways and means to reduce the tax now sive cost of transshipment, lighterage,

The Iron Trade.

"That the matter of the iron trade |

Il the arguments put forth in fave

merce a couple of years ago, made a special point on the making of fron and steel as cheaply at Rochester as at as to Conneaut; it would then be put into the 1,000-ton barges and brought to neeting coal and coke from Pennsyl

ton barge canal would make the freight rate so low that it would be possible to

George W. Rafter of this city, a well known civil engineer, who was a member of the State Flood Commission followed with the most exhaustive and consolidate and state of New York to construct the state of New York to construct the state of New York to construct the lowed with the most exhaustive and carefully prepared paper of the convention. He said in part.

would be a paying proposition for the state of New York to construct the barge canal, but it appears to the "Without stopping to argue the ques-tion, it will be conceded that the benefit to come from a barge canal will accrue if the barge canal is a good thing, the

this scheme are the producers of the West and the consumers of Europe. If the cost of transportation is reduced these two interests alone will be hone-fied. Fleating this produce through the state of New York will not benefit it.

"I am onposed to this proposition on account of its political effect. I do not want my party to be dominant on account of the opportually of demoralizing the people. At the prosont long the proposition of the proposition are the shore of Lake Eric, as at Lorain, cleveland, Ashtabula, etc. The development of the people. At the prosont long large amount large means that property of New York has become so valuable that its manufacture of iron and steel, it is manufacture of iron and steel, it is more than the force of the argument in relation to manufacture of iron and steel, it is more into longer afford to utilize it in the grain business. The grain, therefore any party to be dominant on account of its political effect. I do not want my party to be dominant on account of the opportually of demoralization that property of New York has become so valuable that its owners can no longer afford to utilize it in the grain business. The grain, therefore any interest case and no longer afford to utilize it in the grain business. The grain, therefore any interest case and no longer afford to utilize it in the grain business. The grain, therefore any interest case and no longer afford to utilize it in the grain business. The grain, therefore any interest case and no longer afford to utilize it in the grain business. The grain, therefore any interest case and no longer afford to utilize it in the grain business. The grain, therefore, while the New York has become so valuable that its in the grain business. The grain, therefore, while the New York has become so valuable that its owners can no longer afford to utilize it in the grain business. The grain, therefore, while the New York has become so valuable that its owners can no longer afford to utilize it in the grain business. The grain, therefore

This fact is fully realized at Buffalo, al- on this point it should not be overlooked ackawanna Steel Company, with a leen at the most only a very small per rent of the freight carried by the New York Central and Eric Rallways, In "It certainly would be very fine it, 2,420,000 tons. That is to say the state months in the year, while the railways

buttains and one at New York, there is not only no danger of that city losing its present foreign commerce, but that a great increase may be confidently expected in grain shipments, as well as local commerce throughout the country.

"The criticism of the foreign views, both as regards Buffalo and New York during the same year, was \$1.15, but this was not the whole cost. It is merely the proportion paid by the producer. Since there are no folls on the Eric Canal, we must add the avergence of the producer of interest, repairs and maineither by the taxpayers of this stars or by the producer, and it may be well remembered that that proportion paid by the people of the state is a subsidy to the traffic.

> stimated by the canal committee, duced to 26 cents per ton. But to this amounts for a business of five mill

> > -

Competition of the Railroads.

"But there is the competition of the reckoned with. There seems no reasonable doubt that this train can carry leve that the New York Central's 2,500ton train will take the traffic and that the barge canal will be, even as the present Erie Canal is, of little value.

"In comparing the relative merits of the barge canal and a deep waterway."

mated to be about 228,000 cubic feet per second, so that the volume taken to supthe barge canal and a deep waterway, ply the proposed river would be about perhaps as important a matter as any is that the deeper channel would give the vessels plying the lakes access to the ocean at the close of lake navigation. e of lake navigation . This great fleet aggregates each season. This great neer aggregates over 1,000,000 tons and is now compelled to lie idle from November to April of each year, but the opening of a ship each year, but the opening of a ship those each year, but the opening of canal 21 feet deep would enable these vessels to reach the ocean, engaging in coastwise and other commerce during the winter months. On the return of spring they can be in Lake Erie in less than three days. The impetus which such an addition to ocean transportation facilities would produce can hardly be esti-

Injustice to Rural Taxpayers.

"Another point is the injustice of taxing the New York State farmer for a canal, the business of which will be largely the carrying of western products to market, with the result of making the competition with the New York farmer even more severe than that now experienced. It does not answer to say, either, enced, it does not answer to say, either, that Buffalo and New York pay 75 per cent of the total faxes, etc., or that some counties receive more benefit in the way of school taxes, etc., than they pay out. makes it forever more difficult for the New York State farmer to support his family. And this brings us to a consideration of a great fallacy in the eco nefit to everybody that any movement which produces a decrease in its cost must ultimately redound to the benefit of the entire body politic. But here is a case where certainly the general prop osition is not true. We have indeed the but which works direct and irremediable Injury. Moreover, this taxation, by rea-son of the state subsidy to the capal, is merely direct taxation in favor of my degree impoverished in order to essen the cost of their transportation. "In conclusion, with such differences

Is to find out whether a barge canal is really needed—whether, in short, as the commerce commission suggested, an excommerce commission suggested, an ex-penditure of \$15,000,000 is not all that is necessary; that neither the Eric Canal nor a barge canal has any special sig nificance except as a regulator of freight rates, and that such regulation can be as well accomplished by expending an additional \$15,000,000 on the Eric Canal. as by the construction of a barge canal. timated cost of anywhere from

Engineer McClintock's Views.

The next man on the platform was J. Y. McClintock, Monroe County Engineer supporter of the ship canal idea. He

advantages promised by the most sangulne advocates of the barge canal, and at the same time secure infinitely greater results. The problem is large but the a paltry ditch there should be constructed a new river from Lake Eric to the Hudson. In no other place is there such a possibility, and it should be utilized. It should be thirty feet deep and 320 feet wide. It can be made as permanent as portation should be as low as it is poswould permit the passage of any boat whether they wanted the ship canal by that navigates the Great Lakes, and way of Lake Ontario and Oswego. nety-nine out of every hundred which

powerless to control it and in case of sunderstanding with Canada or cost in one campaign, by permitting to nickly into the Great Lakes. It should be built to run continuously. For a short time in winter, navigation would a interrupted by ice to the same extent

Water Power in Canal.

"Lake Erie is 572 feet higher than the us current velocity of one and one-

and down through the locks, At the outside limit this would probably use 3,500 cubic feet per second, so that such a river could be depended upon to create

freight to New York about as cheaply as the one thousand-ton barge canal, and in about one-tenth of the time.

There is every reason, therefore, to believe that the New York can be the controlling works of the river, so that it is probable that within a short time all of the water power could be leased at the rate of the rate of the part of leased at the rate of \$10 per horse power per year and so yield a direct income of \$8,000,000.
"The flow of Niagara River is esti-

tion and tolls should be collected suffi-cient to pay for its whole cost in a term of years, and then its maintenance term of years, and then as manueanare could be assured by the Income from water power. It will take ten years to complete the barge canal, and there is

en elsewhere in full. There was no atafternoon session, but the entire evening session, it was decided, should be de-

THE EVENING SESSION.

The Resolutions Were Unanimously

Adopted After a Full Discussion. The evening session was given over to the discussion of the resolutions of-fered by the committee, at the conclusion of which the resolutions were unanimously adopted as the sense of the convention—the platform on which the campaign against the barge canal will be wared this fall. waged this fall.

waged this rail.

Senator Lewis, as chairman of the committee, took the floor and in an off-

"The committee," he said, "had but one object in view in drafting these resolutions—the defeat of the \$101,000,000 proposition. This we realized was of paramount importance, and we aimed in these resolutions to rally every voter in son of the state subsidy to the canal, is merely direct taxation in favor of transportation, which comes as near being an absurd proposition as is possible to conceive. In short, it is better that western products continue to pay a higher transportation rate to market than that the New York State farmer be in any degree impoverished in order to any degree impoverished in order to lessen the cost of their transportation.

"In conclusion, with such differences as to cost and methods of construction as have been shown to exist in the state of New York, the first thing to be done of New York, the first thing to be done with the \$3,000,000 appropriation. Ex-Sential Set 10 per cent of the state revenue. If the barge canal is built it will cost for maintenance and interest about \$5.000,000 annually, or 25 per cent of the state revenue. If the barge canal is built it will cost for maintenance and interest about \$5.000,000 annually, or 25 per cent of the state revenue. If the barge canal is built it will cost for maintenance and interest about \$5.000,000 annually, or 25 per cent of the state revenue. If the barge canal is built it will cost for maintenance and interest about \$5.000,000 annually, or 25 per cent of the state revenue. If the barge canal is built it will cost for maintenance and interest about \$5.000,000 annually, or 25 per cent of the state revenue. If the barge canal is built it will cost for maintenance and interest about \$5.000,000 annually, or 25 per cent of the state revenue.

Platform on Which All Can Stand.

Platform on Which All Can Stand.

"There is no reason why all three of these classes should not co-operate to bring about the defeat of the barge canal proposition. Those who are opposed to any canal improvement will naturally vote against the barge canal, because they believe if the barge canal, all these three classes of people can stand on the resolutions presented by the committee and unite on a common plan of action."

Senator Lewis stated frankly that he was in favor personally of a ship canal to be built by the Federal government, and he gave his reasons at some length, reviewing the work of surveying that had been started by the government to be constituted by the government to be built by the Federal government, and he gave his reasons at some length, reviewing the work of surveying that had been started by the government to be built by the Federal government, and he gave his reasons at some length, reviewing the work of surveying that had been started by the government to the stand principally and their effect upon the prospertive of conomic questions, and it has watched carefully the canals of the state deared upon the prospertive of conomic questions, and it nas watched carefully the canals of the state darrely by of the state, especially from the standpoint of agriculture, and with a conclusion as to its duty in the premises.

"We have 600 subordinate granges in this state, and all that have taken action on this subject, and nearly all have, with one or two exceptions, stand conclusion as to its duty in the premises.

"We have 600 subordinate granges in this state, and all that have taken action on this subject, and nearly all have, with one or two exceptions, stand or one the standpoint of agriculture, and with a conclusion as to its duty in the premises.

and he gave his reasons at some length, reviewing the work of surveying that had been started by the government to ascertain if it were feasible to construct such a canal from Buffalo to Oneida Lake are completed. He wanted to know if it were feasible to continue the canal through the state to Buffalo. If it were feasible to utility to continue the canal through the state to Buffalo. If it were feasible to continue the canal through the state to Buffalo, if it were feasible to continue the canal through the state to Buffalo. If it were feasible to continue the canal through the state to Buffalo, if it were feasible to continue the canal through the state to Buffalo. If it were feasible to continue the canal through the state to Buffalo, if it were feasible to construct such as a such a

Buffalo's Selfishness.

At this time, he thought the people were not ready to vote on the canal question intelligently and he said it was the heighth of folly to rush blindly ahead with the barge canal plan at the enormous cost of \$101,000,000. Incidentally, the Senator scored roundly the selfishness of Buffalo, in insisting on the barge canal that would compel all cargoes to be broken at that city instead of being willing to join with the rest of the state in trying to secure Federal ald for a ship

In conclusion he explained that the mmittee on resolutions had contented itself with a simple expression of onposition to the barge canal and had urged the necessity for organized and aggressive effort, if the state was to be saved done in that time, then long before its

Need of Organization.

The resolutions provided for a state to the railroads of to-day.

into every village and hamlet of the state, favoring the barge canal. We cannot do all they can do, because we have few.

"We object to it because of its absorted by the require-

E. B. Norris Spoke for Grange.

E. B. Norris, master of the state range, next took the platform to second

he resolution. He said in part:
"This is the most stupendous proposiion ever offered the people to vote on, he state grange stands unanimously opposed to the proposition of spending \$101,000,000 for a barge canal. We have been against any canal improvement since the nine million proposition. We are not opposed to maintaining the pres-ent canal, but we are a unit against any enlargement. The grange is thoroughly organized in 44 counties and I have heard the statement made that it is the best organized body in the state with the exception of Tammany Hall."

In conclusion he urged the plan of apnoisemator Lewis, chairman of the pointing a state committee to take charge of the campaign this fall. "We have not sewhere in full. There was not got the money," he said, "to wine and line the influential editors and political oted to their discussion. The afternoon bession then closed.

The people in the people in the state of the people in the people untles and I have yet to find a single man in these counties who is in favor

Assemblyman Landon's Suggestions.

Hon. F. G. Landon, Member of Assembly from Dutchess County was next called on and he gave a brief but forcile specch. He said he would not atready been presented against the barge canal, but he wanted to call attention several matters that should pressed on the voters this fall,

and speech explained the resolutions, he said "should be kept in mind. Sevconcluding by giving his personal views eral canal improvement propositions "The indifference of the average voter" eral canal improvement propositions have been carried because of the indifalways organized and the proposit are carried by an energetic min against an indifferent majority.

"Added to this is the tremendous lack appreciation of the functions of the ate government and the expenses of vernment. The general cost of the state government now is \$22,500,000, or which \$2,500,000 already goes to the canals and only \$180,000 for farmers institutes, agricultural fairs and other matters of direct benefit to the farmers. Now the

Secretary Giles of State Grange.

W. N. Giles of Skaneatelas, secretary of the State Grange next took the plat-

out any apparent results, the taxpayers then being met by the statement from an expensive commission that \$17.000,plete the undertaking. This was soon boosted up to \$62,000,000, to be expended on an entirely new plan, then a state commerce convention was called evolved the present \$101,000,000 barge

"We oppose it because there is no derand for it, as the present canal is able

or any greater canal. "We oppose it because, watching the effect that the chairman of the commiting made in carrying capacity of the allroads, we conclude that if it takes ten years to complete this proposition, and there is no assurance that it can be completion the 1,000-ton barge canal will stand in worse relation to the railroade of the future, than the 250-ton boat does

"We oppose it because we believe and

The member of the state committee falls for short of the grant of the state committee falls for short of the grant of the state committee falls for short of the grant of the

ganization," he said, "working at the Produce Exchange Building in New York. They are preparing to send out tons of literature and to send speakers into every village and hamlet of the into favoring the barge canal. We can-

zation, we can see that each man talks to his neighbor and presents the arguments on our side. I regard the defeat of this proposition as of more consequence this fall than the election of any Republican or Democrat to office."

We object to it because of its absolute indequateness to meet the requirements suggested. If it is to open communication between the Great Lakes and the sea, then it must compare in capacity with the lakes. Upon the lakes to-day are many vessels that could not to-day are many vessels that could not pass through this proposed canal. If a canal is built it should be large enough float these boats without transfer at

> "The farmer, the small householder, he real estate owner everywhere fears his move, the vast interests, which have his move, the vast interests, which have been in the past, and are sure to become more so in the future, the subject of indirect taxation, realize what stares them in the face, and the united strength them in the race, and the united strength of all these interests must surely pre-vall, and the promoters of schemes for public graft, where the public good is not to be promoted, must be taught the esson that the people still rule

Concluding Speeches.

John A. C. Wright thought the res lutions should be amended in one par-ticlar by making it plain that the gov-ernment survey of the deep waterway was complete, so far it related to the Ontario Lake route. What was now wanted was a survey from Oneida Lake through the state to Buffalo. In conclusion, he made an elaborate and in teresting argument in favor of a ship canal, a subject to which he has given

Chamber of Commerce, was the con-cluding speaker of the evening. He said came as a manufacturer, represen ing the Black River region, which would ere unanimously opposed to the propo sition. "We believe," he asserted, "that a ship canal should be built by the Federal government and not by the taxpayers of this state." Senator Lewis then called up the resoons and they were unanimously

John I. Platt moved that the chairman be given such time as he needed to make up the state committee, appointing one representative from each county, as provided by the resolutions; that when the committee was completed the secretary issue a call for the committee to

CARE IN SELECTING Assemble in Albany. PLAN OF CAMPAIGN AGAINST BARGE

Convention Came to a Clese With Sension Last Night - Clesing Address by Assemblyman Francis &. Landen, of Dutchess County.

CANAL WILL BE FORMULATED.

ondemnation of the barge canal project came to a close with the session held in the Chamber of Commerce assembly room last night. Hon. Francis G. Landon, member of assembly from Dutchesscounty, delivered a forcible address, and cal operation the plan of camp Chairman John I. Platt, of Poughkeepsie which was embodied in a motion to the



ASSEMBLYMAN LANDON.

tee, General Wood, be given such time as he needed to make up the state commit-tee, one representative from each county as provided by the resolutions, and that when the committee was completed the secretary, John M. Ives, of this city, issue a call for the committee to meet in the city of Albany. A plan of campaign against the barge canal scheme will then formulated

'Whereas, The electors of the state of New York are to be called upon at the approaching general election to be held in November, to vote upon the proposition for the expenditure of the enormous sum of \$101,000,000 for the enlargement of the canal system; and

the enlargement of the canal system; and "Whereas, Such proposition, if approved by the electors, will result in the immediate creation of a great mort-gage indebtedness upon all taxable property within the state, and the ultimate expenditure of sums largely in excess of the original estimate, necessitating the collection of a sum aggregating many millions of dollars annually for interest and sinking fund requirements, and will also require the annual expenditure of further great sums for the maintain.

the maintenance of such canal system; and
"Whereas, The government of the United States has already expended hundreds of thousands of dollars in
making surveys for a ship canal, which surveys have never been completed; and
"Whereas, It is the history of all similar propositions that the expenditure by the state government of large
sums of money for canal improvements invariably results in the wasting of the people's money by extravagant ad-

"Whereas, It is believed that the question of canal improvement is will an open question, and one to which

"Whereas, It is believed that the question of canal improvement is still an open question, and one to which sufficient consideration has not been thus far given by the people; therefore be it "Resolved. That it is the tenor of this convention that the interests of the state will be best conserved if the aforesaid 1,000-ton barge canal proposition is disapproved by the people at the polis, and that, believing as we do, that our commercial and industrial interests, and the interests of the agriculturists and industrial enterests of the state will be most disadvantageously affected by the approval of said canal proposition, we do carnestly recommend the defeat of such proposition; and be if further "Resolved. That a permanent organization be effected to have charge of and carry on an intelligent, aggressive and persistent campaign against the proposition, and that the chairman of the convention be authorized to appoint a committee to consist of one member from each county of the state to have the active management of such campaign."

minority of the voters because the minority, or canni men, have always been well organized and got every vote out, while the majority, or anti-canal people, have never been thoroughly organized and through indifference have failed to kill these appropriation bills.

**Cost of a Barge Canal put the cost as \$101,000,000 for two reasons: because that is the amount of indebted that "the probable cost for construction"

believe one of the best arguments (in

debt is to be used for the furtherance of The pending bill provides that if it be oreign states, to the absolute detriment

ne National guard of the state, and the maintaining of the government proper, such as the state departments, legislaure and printing, amount in round advancement of the interest of the ingeneral expense account two millions and a quarter for canals, some 10 per cent, of all the expenses of the state govern-

COST TO TAXPAYERS.

"If this enlargement should be vote for next November you will have to add to the general expenses of the governwords, twenty-five per cent, more than she is expending to-day. These facts and figures to my mind should be clearly

hat talls might be collected again on t ers of this state an enormous expense totally inadequate for the returns reed; and, as it has in the past he

nade possible by thorough organization as it may be made possible again. "One other thought I would leave with and that is. Who is going to benefit or if we could believe that the p es of Buffalo, the steamship lines of thicago that take pleasure at times the bread stuffs, the food of

"If the dreams of the advocates of this reduction of the wages of the vas nal taxation, whether it is direct ation by rail will have so multi

up my few remarks, I warn ple of the state against indiffer-helieve that we should lay before he facts and figures as regards and the functions of our state omises and assertions are true

kill these appropriation bills.

"It is quite true that this is a referendum bill, and it is to be decided by the people whether they wish this attement of the cost would trighten the ground be caused that "the probable cost for construction" that "the probable cost for construction" that the probable cost of cost would trighten the statement of the cost would trighten the

mate the extres. The people were led 540,000. The highest estimate is \$255,000,the canal, the money was expended and canal with terminal charges at both committee reported that \$35,000,000 ends, is to cost somewhere between \$155,more would be needed to complete the 000,000 and \$255,000,000, why not construct work. Upon this hasis, a canal esti- a modern, up-to-date, and adequate canal mated to cost \$100,000,000 would actually and be done with it' Is the best any too cost nearly \$400,000,000. But barge-canal good? dvocates say this is all guess-work, and the figures are preposterous, we should stick to facts. Very well! approved by the people the work of constructing the barge canal shall benoney to expend to aid sister states and gin at oney and that bonds shall be isbe used in paying expenses. In the ag-gregate the bonds shall not exceed \$191.- Iy on the state committee authorized by

of supplying our revenue by indirect taxation. Such expenses as that of education, maintaining the unfortunate wards of the state, good roads, the indirect taxation is stated as the state of the state, good roads, the indirect taxation is stated as the state of the one year. They are to bear interest not exceeding 3 per cent and run for not more than eighteen years. Of course there are provisions for paying interest. Albany to formulate further plans of a nd for the creation of a sinking fund vigorous and relentless campaign against to pay off the bonds at maturity. Now, what would be the cost of the canal under this plan? Assuming \$5,000,000 of der this plan? Assuming \$5,000,000 of bonds to be issued the first year, 25,000,000 of

Wa.	Bonds out-	Yearly
	standing.	Interest.
irst year		
The Action Committee of the Committee of	11,000,000	230,050
econd year	21,000, 100	630,000
aird year	\$1,000,100	930,000
outly Lent	41,000,000	1,230,000
HIR LEGI	51,000,1.0	1,530,000
isth year		1,830,000
eventh your	61,000,000	2,130,000
menth wear	71,600,000	
finth year amountment	31,000,000	2,430,000
bouth year	91,000,000	2,730,000
leventh year	101,000,000	5,020,000
welfth year arrested	101,000,000	11,000,000
intercently year	101,000,000	3,030,000
Courteenth year	101.000,000	3,030,090
"Ifteenth year	201,000,000	5,000,000
exteenth went conserve	101,000,000	3,030,000
eventeenth Year	101,000,000	3,030,000
Eighteenth Year	101,000,000	3,000,000
TEUrer-util Acut		2,880,000
Sinotoenth year	00,000,000	2,700,000
reentieth Year		2,460,000
Ewenty-hest year		2,100,000
Iwenty-second year		1,800,000
I wonly third year		1,500,000
Pwenty-fourth year		1,200,000
Pwenty-fifth year	40,000,000	
Twenty-sixth year	20,000,000	900,000
Twenty-reventh your	20,000,000	200,000
	THE ARMS STORY	

cost of a barge canal under the plan of

terest will do the entire work. That ne of New York never carried through any pay far more than the estimate. Look at said: "It is well known that no great unompleted within the engineer's estipresent the cost of the canal!

000,000 is sufficient. Governor Odell fa-

"The great obstacle that we will have to contend with next election day is the indifference of the average voter. Many of the canal approximation passed upon the contend with next election day is the life in this state would sustain. I believe therefore adopted as "the only practical this bill can be defeated, and I for one of the canal approximation passed upon of the canal appropriations passed upon by the people have been carried by a minority of the voters because the minority

assuming that a capital of \$191,000,000 will amount expended or not, but added to the indifference just noted you will find a tremendous lack of intelligent appreciation of what this expenditure means.

What will be the cost? No man can be sufficient and that there will be sufficient and that there will be sufficient and no swindles, is \$155,-ciation of what this expenditure means.

well it be Gentlemen Instrumental in Bringing

About the Recent Convention all Satisfied. L. P. Ross of this city will in all probto have charge of the work of fighting the \$101,000,000 proposed constitutional quarters of the propaganda will be Rochester. Gen. Wood is permanent chair-man of the organization and Secretary

John M. Iver of the Chamber of Com-merce is permanent secretary.

Without exception the gentlemen indrawing 2 feet could see strumental in bringing about the convention are satisfied with what has al-

ANTI-BARGE CANAL. Members of Proposed State Committee Will Soon be Announced.

Secretary Ives, of the Chamber of Com-

State Committee will appoint an Executive committee and each county member will build such a canal. To induce Congress name sub-committees for the county, town and school districts. All will work together against the barge caust proposition."

General Wood held an informal conference Tuesday evening after the convention adjourned, with the leaders of the movement. The conference insted until after

The Anti-Barge Canal Convention a Success,

The seriousness with which the procanal journals have viewed the action provement, should work for of the anti-barge canal convention held ship canal. When the canal issue pay for more than the estimate. Look at of the anti-barge canal convention held the state capillet, it was to cost three or this week shows that they think it those who favor real improvement should tour millions, but actual expenditures to date have been \$24,265,02,67. In his mesposition to the proposed "improvement." those who favor real improvement should be a specific and the proposed the proposed that the barge canal proposition to the proposed. sage to the legislature Governor Odell The New York Evening Post says that tion, for they can do so with the Phowl-"from the point of view of the oppodeptaking of this character over was nents of canal improvements the convention held in Rochester yesterday un- state a great waterway equal to the nate" and that "at least 20 per cent. der the auspices of the local meeds of commerce and is keeping with the conditions of the times. to \$101,000,000 of principal and \$54,540,000 of Commerce was a success," and it interest and we have \$185,448,000 to adds; "The Rochester convention will have the effect of precipitating the canal But even this yast sum may not be debate which must take place in the enough. It is extremely inslikely that presence of the people before election any well-informed advocate of a barge day. In our own city the issue will be nal believes that a capital of \$101. overshadowed by the municipal camvored the Oswego, Ontario, Olcott route, paign, but in other parts of the state the but was "forced" to abandon it because canal referendum is rightly known as a had been told that it would be "an 'the chief candidate.' We trust that the

opposition or neglect to present their arguments fully and periously in all the communities of the state." It is plain that we are in for a campaign of edumade to convince the rural population that they want something want a barge canal. If there were strong arguments in favor of such a induced to vote for its construction when the Issue comes up next fall. But the arguments which barge canal men pre-Vork and Ruffalo the vote in the rest the state will be heavily against Feasibility of Building a Ship Canal

My Through This State 7-28-03

The friends of the barge canal scheme who have asserted that its apponents are acting disingenuously in advocating that the Federal government bulld a ship canal through this state may be interested in reading what the St. Louis Globe Democrat says on the subject. It apof this state has already aroused interest as far west as St. Louis, for in the editorial columns of the Globe-Domocrat

tertainty is the dute s nothing impracticable in the propose that a ship canal be constructed acre merce, said vesterday that resolutions had been adopted by more than fifteen Granges, denouncing the barge canal, and says "that great inside route will dedging their assistance to defeat the come some day." There would be less reposition before the people.

"General James Wood, of Mount Kisco, which was authorized to appoint a State who was a state who think that there should be a great waterway."

> r would make the " great inside rout should abardon their ingacquate scheme and, with those who favor real im

seking knowledge on the subject you tention, and as a body it has been unable

A prominent state official at Albany is quoted by the Syracuse Post-Standard as

"Do you know how much it will cost to

will either be built by the railroad people

there is no competition with the railroads.

THROWS GAUNTLET

Josh Tre July 30, 1903

TO PRO-CANALERS

John I. Platt Dares Them to

Debate With Him.

ANYBODY ANYWHERE AT ANY TIME

Troy Chamber of Commerce Seeks for

Light-Expert Engineer Hines Says

Barge-Canal Would Se Foolish

Waste of Good Money.

John L. Platt, editor of the Pough-

keepsie "Eagle," who was temporary

chairman of the anti-barge canal con-

vention recently held in this city, has

essayed the task of turning one section

of the advocates of the project for canai

improvement against themselves by of-

fering to demonstrate to the people of Gotham that they are working against

their own best interests in trying promote the proposition. M. Platt out with a challenge to meet any chair

pion of the canal who may present self, in public discussion of this

ergetic minority against an indifferent majority." While there are plenty of indications that the majority is not indifferent this time to the gravity of the canal proposition, caution dictates that every energy should be put for th to give a full expression to the op-

It is no wonder that the farmer is opposed to further diversion of the revenues of the state at the solicitation of city interests in bounty enterprises practically for the main benefit of private interests. It is pointed out that of the \$22,500,000 expense of the state government \$2,500,000 goes for the canals while only \$180,000 is expended on farmers' institutes. While the canals now get 10 per cent, of the state revenues, if the barge canal is built it will take \$5,000,000 yearly for maintenance and interest

policy to saddle the state with a burden of taxation for the benefit of a the real estate owner and the vast interests that are subject to indirect victims of public graft. It is main tained that the present canal falls far short of its greatest usefulness not so much on account of its lack of are now controlled by the elevator monopolles and the same conditions

The Buffalo Courier says: "Efforts THINK MR. IVES HAS rote here, altogether irrespective of party, for the canal enterprise. Organized labor should be especially interested, for labor in this state will receive almost the en tire amount proposed to be expended for the enlarged waterway." This appeal to the laboring men is not a proper argument. Because laboring men would benefit by the expenditure is that a reason for throwing away upwards of tw hundred millions of the people's money ? As an offset to this argument we might call attention to the fact that nearly all the labor employed on the barge canal. if it shall be built, will be that of Italians. Applications Cannot Be Granted Until who will swarm to this country in order vanced as an argument why the laboring men should vote against the barge canal scheme. It is, like the Courier's, an improper argument. Any one who is convinced that the proposed barge canal should vote for it : any one who believes seriously considered. The question to is to be was consider is whether or not it would be fail.

"I don't see why these people should "I don't see why these people should "I don't see why these people should be commerce of "I don't see why these people should be commerce." seriously considered. The question to is to be waged through the state this the state to warrant the expenditure it would entail. We do not believe it would be of such benefit. We helper that it be of such benefit. We believe that if ber has no authority in this matter nor the Eric Canal is to be enlarged a ship canal should be built and that the work should be undertaken by the Federal govshould be undertaken by the Federal gov-

"Lake E

Many Grange Officers Apply to

DEMAND FOR MEN WHO CAN TALK AGAINST BARGE GANAL

State Committee Whose Appointment Was Authorized at Rochester Convention Has Organized,

Applications for anti-barge canal speakers at grange picnics are pouring would be a decided benefit to the state of the Chamber of Commerce. Mr. Ive said this morning that nothing could be otherwise should vote against it. Ques- done in the matter until after the state ommittee had met in New York to plan fit a few special interests should not be for the anti-barge canal campaign that

work and expended more money than i barge canal scheme. The proposition to the could properly be called upon to do, in the attempt it has made to conselldate the forces opposed to the barge canal. The chamber is only one factor in this

fight and these people should understand that they can't depend upon it to do everything. They must put their shoulders to the wheel and do some of the

o, who was permanent chairman ion recently held here, say to him by the delegates, was being pushed as rapidly as possible. The committee will probably be announced in a few days. When this is done Secretary Ives will call a meeting of the committee in New York. Arrangement will then be made to send ou

The Livingston County Grange ass ciation is to hold a picnic at Long Point, Conesus lake, August 25th. The secretary has written to Mr. Ives that more than 5,000 persons are expected to attend. The the state committeemen get together be-fore August 25th. Wheatland grange also has made application for a speakalso has made application for a speak-er, for the big picnic to be held under its ber. agement on August 15th.

ported, and none of the principal speak-ers showed up. Among those who failed to materialize was Attorney Gen-

Sec. Jones, of Albany Chamber of Commerce, Who Attended Contennon in This City, is Undecided. Prominent State Official Quoted.

The big anti-barge convention, held make." under the auspices of the Chamber of Com-merce of this city last week, has had the effect of greatly stimulating the arithmeti f the canal problem, and it is not unuser, is a result, that the voters will have a pretty clear conception of the financial capacity of a 1,000-ton barge canal?

5the question before election day. phase of the question before election day.

The convention, also, is not without its effect on similar bodies, and the matter of canal improvement, on all lines, bids fair to be fully and intelligently threshed out. Among other interesting questions which was raised at the Rochester convention was a vital one concerning the building of a sufficient number of 1,000-ton barges to carry the tomage which is expected to follows. t sufficient number of 1,000-ton parges to carry the tonnage which is expected to follow the improvement, even after the canal is enlarged sufficiently to admit of their is enlarged sufficiently to admit of their bases. The railroads run the year round. Capital invested in barges would be earning money only half the year, so the properties investor is confronted. passage. Estimates for 1,000-ton barges that the prospective investor is confronted passage. Estimates for 1,000-ton barges run all the way from \$18,000 to \$20,000 cach, and, as these barges must necessarily be out of commission six months in each year, it is intimated in some quarters that investors will not fall over each other to construct the big floats.

The question of constructing reservoirs for a sufficient supply of water for the enlarged canal has also obtruded itself, and, with these topics of discussion, it is history of the canals are shut down.

"Moreover, our investor will look into the history of the canals, finding that when history of the canals, finding that when

and, with these topics of discussion, it is not considered likely that any considerable number of voters will approach the referendum without having a fairly good idea. New York Central road was carrying of the exact facts. This was ostensibly 3,600,000 and the other roads, 4,000,000 the object of the Rochester convention, and to this extent, at least, it must be considered to the control of the canal tonnage is 3,500,000 and the tonnage on the Central road

red as successful.

Among the delegates to the Chamber 64,000,000, and of all the other roads 64,000,000. Commerce convention was Secretary "What is the cause of the great decline nes, of the Albany Chamber of Com- is canal tonninge and the great increase in Jones, of the Albany Chamber of Commerce. It was noticed at the time that Mr. Jones semed to be in a waiting mood, and took no decided stand at the convention. He served on the Committee on Credentials, but asked to be excused from acting on the Committee on Resolutions. According to the Albany Express, which is understood to favor the 1-000-ton barge canal plan, Secretary Jones correctly represented the commercial body of which he is secretary.

He came to Rochester, it transpires, to obtain information for the guidance of the

obtain information for the guidance of the Albany Chamber of Commerce, which is as yet marking time in the matter of business

canal improvement.

On his return to Albany Secretary Jones was interviewed by a representative of the Express of that city, and defined the attitude of the Albany Chamber of Converges. Express of that city, and defined the attitude of the Albany Chamber of Commerce and himself in the important matter of further expenditure in the improvement of the state canals. That Secretary Jones, as well as the members of the body he represents as secretary, has an open mind on the subject, is shown by the very candid statements which he makes in his interview with the Express people, a portion of the state of the control of the state of the control of the state canals. That Secretary has an open mind on the subject, is shown by the very candid statements which he makes in his interview with the Express people, a portion of the state of the control of the control of the control of the canals cannot compete. And yet the barge canal proposition does not remove that difficulty. The man who is asked to invest his money in barges will consider this further handleap. The result will be that no one will undertake to build barges at a cost of \$20,000,000, and the railroad people will find it convenient to build the barges themandid statements which he makes in his 1000,000, and the railroad people will have a terview with the Express people, a portion of which follows:

"An invitation was sent to the Albany if the barge canal is to be an important of the particular of the convenient to be a convenien

Chamber of Commerce to send a repre-factor in the carrying trade, the entative to the convention at Rochester, will either be built by the railroad elected a member of the Committee on bredeutials and a vice-president solely as a compliment, and I refused to serve on the Committee on Resolutions. This combilimentary action was absolutely no indistinct of the canals will be worked as a side into take care of surplusage, just as the great lakes are worked to-day. There are no important individual boatmen on the lakes. Between Duluth and Buffalo there is no competition with the railroads. ation of the attitude of the Albany Cham- The principal line of lake steamers is

owned and controlled by the New York Central road." ly may whether I am for or against the proposition to spend \$101,000,000 on the canals. I certainly believe the canals should not be abandoned, but the proposition to spend such a vast sum is a momentous problem. Our special commit-tee on canals had both sides under consideration. On the one hand there is the question whether damage suits for the taking of land might not swell the amount that it is proposed to expend to a much larger sum, and at any rate the interest on the bonds for eighteen years would bring the amount up to \$132,000,000.

Again, where is the water coming from for a canal that would float 1,000-ton barges? Storage reservoirs would have to be built and this would involve a still further expenditure. The 1,000-ton barges would all be loaded mostly below the water line, and beats of that kind would be hard to tow in the river and would not be so well suited for way traffic as smaller boats.
"It has been said that this deepening

of the canal would result in the deepening of the river channel and thus do away with the freshets at Albany, but the United States government has charge of the charge of river improvements and it has announced its intention—for the present, at least—of merely completing the dredging and dyking it now has in hand. The benefit a 1,000-ton barge canal would be to the lumber district has been touched on also but 1,000-ton barges could not enter the slips in the lumber district, and if those slips were enlarged there would only be space enough between for one pile of lum-

"On the other hand, I believe most per-The anti-barge canal people are jubilant over the fact that the dinner under the direction of the State Canal asder the direction of the State Canal as-sociation in Utlea last night proved dis-appointing. Only about half of the ex-plish this object, to improve the canal at a moderate expenditure so that 500-ton heats could be used on it? Such boats could be built by parties of moderate means, while 1,000-ton barges would cost \$18,000 or \$20,000 each. Would there be danger of the New York Central Railway, or some other large corporation with plenty of to the commercial prosperity of the sta

TROY SEEKS FOR INFORMATION.

canal project, have requested him to secure an anti-barge canal speaker for a date in September yet to be deter-mined. The anti-barge canal orate will be expected to meet a pro-bargcanal spellbinder in joint debate. Secre tary Ives stated that the matter of sending a speaker to Troy would be taken up by the State Anti-barge Canal ommittee at its forthcoming meeting

in New York city.

Secretary Ives is also in receipt of a letter from Albert J. Hines, formerly city engineer of Pittsburg, Pa., subs nently resident engineer of the New York state canal department, at Albany and later in charge of the United States government survey for a deep waterway from the Great Lakes to tidewater. reason of his high professional standing and exhaustive study of the question, his views are considered worthy of the itmost consideration. Mr. Hines deas foolish a waste of money as to build canal from Watkins to Geneva paralle

Mr. Hines prefaces his letter by stating that he spent his whole time for the period of five years to an exhaustive study of New York state canals. Con-

DROP WELLAND TOLLS.

"It is generally known that freight is world. What is not so generally well known is that tolls have recently been removed by the Canadian government from the Welland canal, vessels drawing fourteen feet of water now having free arress to Lacke Ontario.

"The distance from Albany to Lake responded to this challenge.

Ontario is only about half the distance from Albany to Buffelo, so why should TROY SEEKS FOR INFOR canal 300 miles long be built at a cos of \$101,000,000, when a canal half that length will afford the same or a greater reduction in freight rates?

Should canal tolls be restored, a canal could be built around Niagara Falls at a fraction of the cost of a canal from Syracuse to Buffalo. There are both Cana dian and American canals at the Soult Marie and they have both been free

for the navigation of a 12-foot 1,000 barge canal would be unsafe on Lake Ontario, are ridiculous when it is know that for was done in boats drawing less than twelve feet of water and that common

five days in the season over like boat naking the trip from Syracuse to Buf-

A FOOLISH WASTE OF MONEY.

"The subject may all be summed up at the present time by saying that it would be no greater waste of money to build a canal from Watkins to Geneva parallel to Seneca lake that it would be to build one from Buffalo to Syracuse Do not vote so great a debt against

the advice of nearly all the engineer who have studied the subject." It now comes to light that the Alban

Chamber of Commerce and its secretary, Mr. Jones, have "open minds" of the barge canal project. Secretary Jones was one of the delegates to the to the barge canal. He now says, access to Lake Ontario.

cording to a recent interview in the Albany "Express," that he came here to the convention solely for the purpose from Albany to Buffulo, so why should Chamber of Commerce which body is of \$101,000,000, when a canal half that as yet uncertain as to what stand it length will afford the same or a greater will take in the canal controversy. In reduction in freight rates? course of the interview, Mr. Jones is reported to have made the following explanation of his presence here at the explanation of his presence here at the convention:

could be built around Ningara Falls at a street and paid for all the worthless canals built by the state, not in the way cuse to Buffalo. There are both Cana-indirect henefit to the community mere-

WHY JONES WAS HERE.

"An invitation was sent to the Albany for years, Chamber of Commerce to send a repre-sentative to the convention at Rock-ester. I was instructed to go merely to called all the information I could. I ester. I was instructed to go merely to collect all the information I could. I many years all business on the takes was elected a member of the committee on credentials and a vice-president solely a compilment, and I refused to serve the compilment, and I refused to serve the committee on resolutions. This certainly believe that the canal should A FOOLISH WASTE OF MONEY.

COST-OF BARGES ONLY AL QUESTION IN THE Chamber of Commerce, is quoted by the Same paper as saying regarding the proposed and improvement. ARGUMENTS FROM ALBANY For Jones of Albany Cogmber of Same paper as saying regarding the proposed on the subject your mention, and as a body it has been unable to part of the same paper as a body it has been unable to part of Commerce as been seeking knowledge on the subject your mention, and as a body it has been unable to part of the same paper as a body it has been unable to part of Commerce and last been unable to pay much more than the expenditure of entry of the abandoned, but the proposition to spend such a vast sum of money, is a monentous problem. Our spending to pay much more than the canal can ever return to it. And hence— (3) That the proposed thousand-ton barge canal will be an injury and not a benefit to the city of New York. So far no pro-barge canal orator has responded to this challenge. THROWS GAUNTIET THROWS GAUNTIET Throw S Commerce and its secretary to the abandoned, but the proposition to spend such a vast sum of money, is a monentous problem. Our spends consider waste of money to be transferred at Burfalo, the commendation to spend such a vast sum of money, is a monentous problem. Our spends consider waste of money to be transferred at Burfalo, the commentum problem. Our spends consider waste sum of money, is a monentous problem. Our spends consider waste sum of money, is a monentous problem. Our spends consider waste sum of money, is a monentous problem. Our spends consider waste sum of money, is a monentous problem. Our spends consider waste sum of money to be the abandoned, but the proposition to spend such a vast sum of money to be the abandoned, but the proposition to spend such a vast sum of money, is a monentous problem. Our spends consider waste sum of money to be the monentous problem. Our spends consider waste sum of money to be abandoned, but the proposition to spend such a vast sum of money to be taken to the build on the ball to Sen TO PRO-CANALERS This morning Secretary Ives, of the Chamber of Commerce, received a letter from Fred W. Orr, charman of the ohn I. Platt Dares Them to Debate With Him.

ANYBODY ANYWHERE AT ANY TIME IN GREATER NEW YORK

Troy Chamber of Commerce Sooks for Light-Expert Rugineer Bines Says Barge-Canal Would he Foolish Waste of Good Money.

John L. Platt, editor of the Poughkeepsie "Eagle," who was temporary chairman of the anti-barge canal con vention recently held in this city, has essayed the task of turning one section of the advocates of the project for canal improvement against themselves by of their own best interests in trying to self, in public discussion of this ques tion, at any place in New York city, of fering to defend the following proposi-

(1) That the Eric canal is a hindrance

more money upon it, so long as cargoes have to be transferred at Buffalo, the city of New York will be compelled to pay much more than the canal can ever return to it. And hence-

(3) That the proposed thousand-ton barge canal will be an injury and not a benefit to the city of New York. So far no pro-barge canal orator has

TROY SEEKS FOR INFORMATION.

This morning Secretary Ives, of the Chamber of Commerce, received a let-ter from Fred W. Orr, chairman of the Troy chamber, stating that the mem-bers of the Troy orga dzation, desiring to hear both sides of the 1,000-ton barge canal project, have requested him to secure an anti-barge canal speaker for a date in September yet to be deter-The anti-barge canal orator will be expected to meet a pro-barge will be expected to meet a pro-barge canal spellbinder in joint debate. Secretary Ives stated that the matter of sending a speaker to Troy would be taken up by the State Anti-barge Canal oil a shallow canal, and vice in ditch canal in another generation.

government survey for a deep waterway reason of his high professional standing and exhaustive study of the question, his views are considered worthy of the as foolish a waste of money as to build a canal from Watkins to Geneva parallel to Seneca lake. He advoca es the build-ing of a canal from Albany to Lake

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"The subject may all be summed up waterways,

"Do not vote so great a debt against the advice of nearly all the engineers who have studied the subject." It now comes to light that the Albany

e represented were very much opposed of obtaining information for the Albany the course of the interview, Mr. Jones

"An invitation was sent to the diana Chamber of Commerce to send a reprecullect all the information I could. fering to demonstrate to the people of I a compilment, and a vice-president solu-Gotham that they are working against on the committee on resolutions. This complimentary action was absolutely no indication of the attitude of the Aipromote the proposition. Mr. Platt is bany Chamber of Commerce. To tell out with a challenge to meet any chamspend such a vast sum of money, is momentous problem. Our special con

> P. &, Then and Now 7-31-03 Erie canal and would put a stop to all

the American instinct for going ahead." Sometimes the man who proposes a ostly work or a strange policy is in the right, and sometimes the man who op-poses it is in the right. The character of the work or the policy determines where the right lies not the fact that to stop a bad course of action than to

attempting to restrain the state from such a piece of folly, is altogether fallacommittee at its forthcoming meeting in New York city.

Secretary Ives is also in receipt of a letter from Albert J. Hines, formerly clous,-to use a polite word instead of city engineer of Pittsburg, Pa., subse- an accurate one. A man is not an opquently resident engineer of the New York state canal department, at Albany, and later in charge of the United States

ponent of progress who insists that the people shall take the right road rather than the avong one.

Let us apply this simple test, and goback to the original project for the Erie thoroughly good. It was proposed at a time when inland traffic was by wagon; it was surveyed before there was even it the development of this state through the West. Moreover, it was no charity to meet the debt created, interest charges, and the annual cost of mainenance. It was improved and en-arged; it carried passengers as able; as a factor in the development of unble. Its success led to the building of various other canals, which were of the state passed out of the were abolished; the balance sheet of the indirect benefit to the community merely, but in hard cash, collected as revenue from the commerce which it carried.

es in transportation which n a simple economic fact that carries mayallable for any heavy product two days' journey, for the freight charge

reach of great markets. 4. Advancing energy; it went, in cost enraportation facilities away be

public benefit; and it was made a source revenue through the tolls system, s

If we compare the old Eric canal.

rges, breaking bulk at the terminal

In relation to the business world of preventing a thing. It is no less wise are not in the van but in the rear. They are like the people who nearly a hun further a good one. Our contemporary's dred years ago wanted to keep to the wagon and the sleigh in commerce They are as much afraid of a ship canal

A correspondent of the New York ponent of progress who insists that the Times, writing from Orange County, canal, for an illustration. What was the | sort is done without delay, the voters character of that project? It was of Orange, Sullivan and Delaware counagainst the canal. He complains that o much as a tramway in the United the people of the interior counties of the riginal form before a steam railroad ers, largely encouraged by politica as thought of here. It almed not only stump speakers, Prohibitionists and many small minded ministers of the cospel, who teach that New Yorkers the Sabbath and that for them the fate nd cities graw up along the line of it. York are a pretty good lot, and that leading med in church and state, who use in opening up certain limited lines of traffic, but ceased to be available after. Archbishop Farley, Mayor Low, Bird S. Coler and Henry George all of whom ! of development, and so had to be aband- names, but their shoulders to the wheel oned. Yet in 1883 when the canal tolls and and in the enlightenment of the country voter. He declares that, with-"Should canal tolls be restored, a canal. Eric canal showed that it had paid for out some such influences the fight for a barge canal is hopeless. He prophesion a division of the state in case the schome is defeated; and he hopes in such went that Orange County may go with Greater New York.

Akhough this corre 1. Boldness and breadth of conception; from a feverish and delirious mind, heit was designed to connect the great is correct in his assertion that bothing less than an immediate campaign of 2. Busines foresignt; it was built on education will suve the barge canal scheme. Whether that will save it, is Fire canal boats have frequently crossed on the committee on resolutions. This complimentary action was absolutely not indication of the attitude of the Attit men who built it understood that it dents of New York City has to do with would create trade, and that it would determining votes for or against a meet the requirements of the trade that strictly business proposition is not quite was to spring up on our great natural plain. The canal, if constructed, is to

United States geological and topographical maps of the region traversed, afforce solid basis for the assertion that it is practicable to build such a river at a

cost not excessive in comparison with

the tremndous benefits to so large a por-

PROPOSED RIVER

"The proposed river would be 30 feet deep by 267 feet wide in rock, and 343

feet wide in earth excavation which

would give an area of cross section of

water per second from Lake Erie, which

low of the Niagara river, and the ve

locity of current in the proposed river would be one and one-half miles per

the Hudson river. From Lake Eric to the Irondequoit creek east of Rochester

At that point a heavy dam would be necessary. From there to the Hudson it would lie in the bottom of natural

valleys from which there are no possible

outlets except the Oswego river, where a low dam would be required.

harbor of Syracuse, while Oneida lake,

with its seventy-seven miles of area, would be a perfect regulator to the pro-posed river. That lake is so large that

would require the full flow of th

river for thirty-four hours to raise the

"Ample overflows would be built, dis

port, Medina, Genesee river and Oswego river, so that whenever the flow was

started in the river it should be contin

uous and permanent,
"All locks and other structures would

be designed so as to permit of repair

without ever drawing off the water from

MAGNITUDE OF PROJECT.

"To give an idea of the magnitude

the country, including the Genesee, Os wego, Mohawk, Black, Hudson, Penob

"The river would afford the cheapest possible means of transportation, not only for the food products from the West and the ores from the Great Lakes, but would make available for the use of the world our immense deposits of salt, lime, clay, mark, sypsum, iron, and their manufactured products, and would also furnish the

power necessary for their manufactur

"This would be equivalent to at least

10,000,000 tons of coal per year and would to that extent make us independ-ent of foreign coal mines. "With the nevigation of the river un-

for control of the United States and the

water power under control of the state of New York, the people of this state

TO MEET THE COST.

"With such a possibility within reach

ment of the Eric Canal to a thousand-

barge waterway, it is customary to speak

of it as the \$101,000,000 improvement. Bu

what reason is there for thus fixing the

rant is there for assuming that the cost

of the deepening and widening of the

ditch across the state will not approach

\$202,000,000 or \$303,000,000, or any other

sum that the imagination can measure?

that the entire outlay upon this gigantle

experiment, exclusive of interest upon t

debt incurred, can be kept within

limit of \$101,000,000 is that engineer

experts have made exhau 've invest'

tions into the nature, volume and .

of the necessary excavation and

struction, and have set this figure

high-water mark of expenditure

may this estimate be accepted by a

The only ground for the assumption

figure of the estimated cost? What war

per second is as much as the con

"Onondaga lake would

the lake closed.

"It would be built as perman

one thirteenth of the average

But by all means let the campaign of education begin. The inland cities and to the con the more secluded residents of towns. of New York, villages and rural districts are yearning for the enlightenment which the mepossible that the instructors sent may find themselves learning more than they teach, and confronted with arguments to the control of the confronted with arguments to the compelled to pay much more than the causal can ever return to it. And hence—

(3) That the proposed thousand-ton the causal can ever return to it. And hence—

(3) That the proposed thousand-ton the causal can ever return to it. And hence—

(4) That the proposed thousand-ton the causal can ever return to it. And hence—

(5) That the proposed thousand-ton the causal can ever return to it. And hence—

(6) That the proposed thousand-ton the causal can ever return to it. And hence—

(7) That the proposed thousand-ton the causal can ever return to it. And hence—

(8) That the proposed thousand-ton the causal can ever return to it. tropolis alone can furnish. It is just which they are able to make no answer, but all that would be of small moment. There cannot be too much education and responded to this challenge. enlightenment upon this subject. Only let it be broad and, at the same time, promising stand against the proposed canal the secretary has been in constant exact. No garbled statistics, imaginary facts, or empty assertions are wanted. The voters of the state, outside of New ed to go before business men's asse York and Buffalo, do not propose to buy tions and present the case so that they any castles in Spain, nor are they in may arrive at a definite idea as to where search of white elephants or pigs in a they stand upon the question, poke. As the questions involved have nothing to do with polities or religion, of Commerce, requesting that an "anti" appeals to either are not called for and are not in place. The barge canal man in joint debate before that body. scheme is simply a gigantic business proposition, and must be discussed from a strict business standpoint,

In order that these metropolitan intructors may be informed in advance of the points upon which information will be desired of them in their mission-ary efforts, it may be well to specify a years and characterizes the 1,000-ton ditch few of the more important. What, in detail, will the proposed canal, completed and open for business, actually cost? Thus far only a suspiciously vague lump sum has been named. Will any body of responsible men in New York City, where the canal is so much desired, undertake, under sufficient bonds, to complete the canal for that sum, or for any other reasonably near to it in amount? What motive nower is to be employed, what is it to cost, and by whom is it to be paid for? A largely creased water supply will be necessary, Where is it to be secured, and how nuch will it cost to purchase the necessary areas of land, and to construct the eservoirs and conduits? Fully \$20,000,barges. Are these to be built by the state, or by private enterprise? If by the latter, who aside from the great rallway lines, will invest any such sum in fall into the hands of the same great orporations which now substantially ontrol the freightage of the upper lakes, etion of the canal? If built, how is the canal to be maintained, by dues upon the tonnage, or by tax upon the state? The existing Eric Canal is equal to fully three times the present traffic pon it. Hence no argument can be made in favor of enlargement for local the supremacy of New York City in the export trade by opening a waterway for western products to that city. What rea-

measure, the purpose desired? None have been given. If constructed the an enormous aggregate of invested money, must be idle during nearly onealf of each year. It cannot be used during the winter, which is the season when the grain and meat products of the West are being sent to a foreign market. Is not this disadvantage alone sufficient to discredit the project? If not, what body of financial magnates will undertake to construct and operate the proposed

in these days of rapid and cheap trans-

portation by rall, it would effect, in any

waterway as a private enterprise? Each of these questions should have seen solved and the solution made public, before the barge canal scheme was submitted to a popular vote. Let the zeal ous educators of New York provide definite and reliable answers to them and then enter upon their missionary

-Pittsburg Man's Opinion Heraco __ 7-31-03

Scattered all around through the drawclippings of all the newspaper comment long letter to the New York. Evening the Poughkeepste Eagle, in which of the canal by offering to debate in pub-

lic the following propositions:

(1) That the Eric Canal is a hindrance

(2) That in the expenditure of any

Since the chamber took such an uncomreceipt of letters, asking that speakers imbued with opposition ideas, or providletter was received yesterday from Fred to General James Wood of Mount Kisco who was elected permanent chairman of the State Anti-Barge Canal Committee.

Albert J. Hines, City Engineer of Pitts burg, under the administration of Mayor Wellington, sent in a communication which was received yesterday. He has as a prodigious and unwarranted was of money. He said that as much common sense would be shown in the con-struction of the canal, paralleling Seneca Lake on the route between Watkins and Geneva, as in building the proposed waterway from Syracuse to Buffalo, paralleling the shore line of Lake Ontario. His idea is to dig a canal from Albany to Lake Ontario, thus making a lake oute to Buffalo and New York,

Another man writes that his opposition Odell's advised estimate of \$250,000,000 as the ultimate cost of the ditch. Engineers stimates are always conservative sists; even this one was raised from \$80 900,000 to \$101,000,000; and he contend that the additional \$149,000,000 would be the damage claims of land owners along the route of the canal, which would lie in the courts for years. Bu even if he did not believe this so, I uld still be opposed to spending such ipon an improvement of questional

oth sides, judged from the attendant conventions, another writer grows

Clark and Charles Campbell. "Just eight people," he wrote, "includ-ing the newspaper men and two boys, appeared at City Hall last night to see the stereopticon project upon a sheet, a few pictures calculated to induce the populace to arise en masse and vote for the \$350,000,000 1,000-ton barge canel

"The two captains had hurried in from the hop growers picnic, where they had been button-holing the farmers on the subject so dear to their hearts. But it was said that the farmers did not like the button-holing enough to come. The City Hail was brilliantly lighted and the eight, including the two boys, huddled in utes, but no others appeared. Then Captain Clark said it must be the weather

said, and at 8.45 o'clock the audience and Rochester's Opposition to the Barge QUY Q Canal Scheme. 7-5/- 03

'It is now reported that the Rochester Chamber of Commerce is by no means a unit in opposition to the proposed canal improvements, and that a movement is under way among its members to indicate to the public in some formal man- to bring about that result are three, ner that not all the business men of standing out prominent; Rochester agreed with the conclusions of the recent convention. We credit this seemed to us beyond belief that the city of Rochester could be so blind to its own adapted to any other purpose. advantage." The Evening Post is mistaken in crediting the report. The business men of Rochester who favor the seem of Rochester who favor the Hudson river.

"Such a possibility of material develtaken in crediting the report. The busiproposed barge canal are so few that their influence in the community on this question is practically nil. Therefore if the Evening Post is right Rochester is

blind to its own advantage. appears that the convention there could

PRO-CANAL RANDI.

The parties to it believed that it can to be turned to Lake Ontario as a from Lake Friting the parties to the black of the parties to the black of the parties to Lake Ontario as a from Lake Friting the parties of the parties of the parties of the barge canal, the surveys and extended the parties to Lake Ontario as a from Lake Friting the parties of the parties

Canal Position Against Any Man | the apponents of the barge canal plan." There were in the Rochester convention not a few men who favor the building of a ship canal by the Federal governers of his desk in the Chamber of Com-merce building. Secretary Ives keeps their views fully and forcibly. But as the main purpose of the convention was pro and con, upon the subject of the barge canal. Among them is that of a scheme, and as the right way of accom-Port, written by John I. Platt, editor of plishing much is to do one thing at a time, the principal efforts of the members throws the gauntlet to any man in favor were devoted to attack on that scheme.

It is true that, as our New York contemporary says, the men who favor a nmercial prosperity of the state ship canal can not properly be classed as anti-canal men in the broad sense of the term, but they make first-rate antimore money upon it, so long as cargoes have to be transferred at Buffalo, the city of New York will be compelled to them, and as they regard the scheme for barge canal will be an injury and not a benefit to the city of New York.

So far no pro-barge canal orator has they will succeed.

mittee to be Announced This Week.

Secretary Ives of the Chamber of Comthe recent anti-barge canal convention this city, announcing the naming of the state committee would probably be inished this week. The delay on occasioned by the failure of perm through the state this fall.

Ship Canal, Says J. Y. McClintock, Would Bring It About.

ENGINEER'S VISION OF BENEVITS Pask Copy dung 3,1900 Opportunity for Development That Lies

Before New York State, Declares Mr. McClistook, is Unparalleled in Any Country-Three Undertakings.

construction of a ship canal-not a barge canal-to connect the Great Lakes and the Hudson is J. Y. McClintock, formerly city engineer and commissioner of public works, now Monroe county engineer. A "Greater New York state" of he believes, from the construction of a ship canal. He thinks these words of Kipling may be read with profit by the people of the Empire state:

Go to your work and be strong, halting not In your ways, Balking the end half-won for an instant dole of praise; Stand to your work and be wise-certain of sword and pen.

Who are neither children nor gods, but men in a world of men!

Slopes as to permit of agriculture of other use and be made to form an improvement to the top graphy. The rives should be built by the United States

"Kipling's verse contains the message for us of New York to-day," said Mr. McClintock, this forenoon. "We are are llying in the age of grand human pire state, in this century of empire con-

each end of the state, and propose to do everything possible to advance their interests and make solid and broad the foundations of their prosperity. We propose that the whole state shall keep page with the march of progress, and regrowing commonwealths.

THREE GREAT PROJECTS.

"Among the undertakings necessary

ways, which is well begun.

"Second, putting under public control report the more readily because it has the 8,000,000 acres or more of forest land "Third, the construction

> opment does not exist anywhere else turing center accessible to the very shops, to all of the ships of all of the seas and navigable lakes and rivers.

It is no reflection upon the intelli sence or the sincerity of the experienced constructive engineers whose opinions have been ventured upon the cost of a barge canal, to say that their experience has only partially qualified them to acc as experts in this inquiry. These gentlemen have much familiarity, it is true with undertakings which in the general character of the labor performed, bear much resemblance to the digging of h great ditch and walling it with imperishable masonry. They are acquainted with the relationship that, under ordinary industrial conditions, obtains among the elements of work, time and money which combine to determine the cost of a given construction. But it is well to remember that they have little or no experience with these three elements of cost when their relations have been disthe undertaking is a public job, not a mere private business. In the one case, there is every tendency to waste, as in the other there is every inventive to saving. It is with constructive labor, in private employment, under the close supervision which self interest inspires, and with no opportunity and hence with no temptation to slothfulness or waste, that these "experts" have had to do. It is upon their experience with these conditions of construction that their estimate is based. And upon such an estimate, made upon data which have as little place in the computation of the cost of a great public work as they would have in a measure of the expense of building the Pyramids, that this appropriation of \$101,000,000 is promised to be suf-

The taxpayers of New York Stale themselves are experts when it comes to comparing preliminary estimates with actual costs in the construction of public works. Has anyone whose taxes went to pay for the score or more of annual additions to the original estimate of the cost of the Capitol at Albany, forgotten the scandals, the plunderings and the tobberles that disgraced the performance of that necessary public improvement? If there be one so forgetful, is it possible that he has also forgotten the discrepancy between the first estimate of the cost of the latest attempt at canal enlargement and the estimate published later, when the sum named in the first estimate had been spent? Does he not remember that the very men who had asked for and received an appropriation of \$9,000,000 on their assertion that \$9,000,000 would be ample for the purpose. were compelled to admit that that sum was not half enough to complete the

If all the taxpayers remember these events that occurred within the lifetime of the present generation, it may be well for them to reflect upon the significance of the fact that the men who now clamor for an expenditure of \$101,000,000 upon a deeper waterway, are the same men who, in the same manner and with the same avowals of purpose, begged for the nine million dollar appropriation. If they and the engineering "experts" could not make their preliminary figures include half the items of expenditure in a twenty million dollar work, how probable is it that they have come any nearer the mark in estimating the cost of a task many times greater and a hundredfold more complicated and difficult?

An old Dutchman we used to know nad a favorite adage, which loses none of its present pertinency by defective

syntax. It was: Who fools me once, cursed be he; Who fools me twice-cursed be me to texpaying public of New York ate cannot do better than to ponder or the sense of this rude proverb.

BARGE CANAL PLAN

Gost Esfress - ang. 5-03

Chamber Does Not Favor Abandon More Secretary 1ves, of the Rochester chamber, and working hard to convert each other, Secretary 1ves received this morning, from Secretary Mason, a letter containing a large assortment of proceanal literature. This was in response to a communication from Secretary 1ves for each other, Secretary 1ves assortment of proceanal literature. This was in response to a communication from Secretary 1ves for each other.

AND NEW YORK PROMOTERS.

Toward thip Canal Preject & Juderatroi by Advocates and Opponents of a Barge Ganai-Ives's Views.

Secretary Ives, of the Chamber of Commerce, this morning called attention to one transparent phase of the cam-

palgn that the pro-canalers are getting under headway. The New York and Buffalo promoters of the barge canal scheme are persistently asserting that the opponents of the project are not only the opponents of the project are not only seeking to prevent the construction of

present canal.
"This is very silly talk," said Mr. Ives to a reporter for The Post Express.
"Why should we be in favor of the abandonment of the present canni? It serves, to some extent, at least, to adserves, to some extent, at least, to adjust freight rates and it would be still more useful if it were utilized to its full carrying capacity. The Rochester Chamber of Commerce is not, by any means, opposed to the canal as it stands, or t proper canal improvement. Its efforts are directed against the barge canal nakeshift, which stands in the the construction of a deep waterway un-der Federal supervision."

The question of whether congress would vote for a deep waterway through the state of New York has been brought

the state of New York has been brought to Secretary Ivee's attention. The dis-cussion arises from the statement made by State Senator Townsend, at the re-cent pro-canal dinner, in Utica. He decent pro-canal dinner, in clear to clared that congress would never vote for a canal through the state of New York until a majority of the members of congress resided within this state.
"The representative from the South or
the West," Senator Townsend declared,

"would never give his support to measure that would so enhance the cor mercial advantages of the state of New York. If the work is done we must do it, and if it is not done, we must rue it

ATTITUDE OF CONGRESS.

An anti-barge canal man makes the An anti-barge canal main makes of following reply to Senator Townsend:
"I do not think the Buffalo-Gotham argument will cary much force with the farmers and others who advocate the the Federal government plan. There the Federal government plan. There are many people who believe that congress would favor a proposition for improving the Eric canal and they base their opinion upon something more sub-stantial than the opinions of the eleva-tor interests are based on. Congress has already given strong indication of its willingness to build a central New York waterway. A few years ago it appro-priated funds for the survey by government engineers of a route between t Great Lokes and the Hudson river, to survey has been made at a cost of many thousands of dollars and the Federal engineers have reported favorably on the project. The report is ready for t would doubtless be taken by that body if the New York representatives were to

"The Federal government having so far interested itself in the matter of a endeavor to bring about favorable action by congress, instead of seeking to im-pose upon the taxable property of the state a canal debt that would eventually amount to \$250,000,000?

"This is the reason: The Federal enof Buffalo, be made the lake terminal o the ship canal. Such a canal would not therefore, especially benefit the elevator combine of Buffalo."

Things are far from being in a condition of peace and harmony in the pro-capal camp. 'The Lockport 'Journal,' which has heretofore been considered a out with an article scoring the Buffalc "Express" for trying to heap ridicule on the convention held in Rochester by re-flections on the personal appearance of the grangers who were in attendance.

"The Journal says,
"The 'Journal' has for a great many
years believed that something better
than this barge canal would be possible f Buffalo elevator and transfer Interment build the enlarged waterway.

"Happily there has been but one paper in Buffalo so unwise as to substitute buf-foonery for argument in treating the canal question. The Journal' believes that the best way of converting the anti-canal people of this state will be to listen, patiently and respectfully, to their side of the case and thus learn just what are the grounds for opposition. There is a large and intelligent class of people in this state who will vote against the canal idea. It won't help the canal been along any to slight this done, sneer at and hold up to ridicule those who should be treated with calm reason and an honest presentation of

Tetary Mason acknowledges the receipt of anti-barge canal literature from Sectetary Ives and then continues:

"It is to be regretted that your organi-

gation should take the position it has on this question, for it would appear that you are favorable to increasing the you are favorable to increasing the waterways of the state for commercial purposes, and it would seem to be simply a question of detail, whether to accommodate barges of 1,000 tons' capa-city, or a ship canal."

A Wail From the Buffalo News.

enjoyed a reputation for flamboyant but thoughtless talkativeness criticizes THE EVENING TIME S for its position on the barge canal question in the following editorial:

Once again let THE EVENING TIMES define its position

WITH DUE RECOGNITION OF THE FACT THAT THE EMPIRE STATE OWES MUCH OF ITS PROGRESS AND PRESTIGE TO THE DRIE CANAL, WITH FULL APPRECIATION OF THE PACT THAT ROCHESTER WOULD PROBABLY BE A SMALL VILLAGE HAD IT NOT BEEN FOR THE CANAL, AT THE SAME TIME WE CLAIM THAT THE DAY OF CANAL TRANSPORTATION, IN THE FORM PROJECTED BY THE BUFFALO AND MANHATTAN GRAFTERS, HAS PASSED. IN THE WORDS OF JOHN I. PLATT: "THE STATE OF NEW YORK WANTS CHEAP TRANSPORTATION - IT NEEDS FOR ITS COMMERCIAL PROSPERITY, THE DEVELOPMENT OF ITS INDUSTRIES AND THE GROWTH OF ITS COMMERCE, CHEAP TRANSPORTATION. THEREFORE IT DOES NOT WANT BARGE CANAL TRANSPORTATION, FOR IT COSTS MORE MONEY TO CARRY A TON OF COAL, A BUSHEL OF WHEAT, A THOUSAND FEET OF LUMBER, OR ANY OTHER QUANTITY OF ANY OTHER SORT OF MERCHANDISE, BY CANAL THAN IT DOES TO CARRY THE SAME MERCHANDISE BY RAILWAY. THE FIGURES ARE UNDENIABLE. THE CONCLUSION IS IRRESISTIBLE."

great ship waterway, THE EVENING TIMES prefers to accept the judgment of men of intelligence and restitude rather than the hired space-filter of a commercial newspaper which has already ancanal graft because of its owner's solicitude for the Buffalo Elevator Syndicate and various trust companies which might furnish the mone for the construction of the ditch and make fat interest out of the losa In this connection it might be well to again quote Lewis M. Haupt,

appreciate newspaper integrity and sincerity as Rochester newspapers have evidenced in discussing this question. The News, therefore intimates that our position is due to some occult "graft." It must be thinking of some of

It is difficult to understand why there should be so much lifting of hands In feigned surprise when the Secretary of Wer announces that he is sabisfied that Congressman Lucius N. Littauer has been engaged in a violation of the tederal law which provides that no public officer shall sell anything to the government or shall be interested in a government contract. There are hundreds of instances of the violation of this law if the federal authorities will but uncover them. A shrewd and courageous man like Root ought to have no trouble in finding them. He unwoubsedly will but whether, if Mr. Lattauer's guilt is established, the latter will be punished is a horse of an

To Beat the Grafters.

The appeal of Secretary Ives of the Chamber of Commerce for funds t pay the expenses of orators to speak against the proposed 1000 ton barge canal graft should appeal to all public-spirited citizens who desire a sensible solution of the stitle's transportation problem. Contributions should be forthcoming from all classes they should not be confined to Chamber of Commerce members alone.

Mr. Ives' appeal, however, brings us to a consideration of the fathat the raising of such funds will be difficult inaemuch as the opponents of the barge canal have nothing to gain except a common sense solution of a perplexing problem, while the barge canal men, who ere really the elevator and transfer syndicate men of Buffalo and the terminal men of New York City, have considerable to gain by the construction of the canal and are therefore quite willing to put up money to carry out

In this connection there is nothing more contemptible than the false assertion of Buffalo and New York papers that Canadian and American railroads are pouring money into the state to defeat the barge canal. As a master of fact the Canadian railroads don't have to, while the great trunk Mrses of the Empire State ought to feel no alarm. They must know that they can meet the competition presented by such a waterway and make

In view, however, of the proposition that it may be difficult to raise heressary funds, THE EVENING TIMES suggests that the anti-barge canal men begin the formation of associations, charging such member one dokar initiation fee. The sum realized from this scheme, if it is enthu stastically pushed, should be more than enough to defeat the grafter

Ship Canal Practicable, 11

"Now, we insist that it is perfectir-cable for the state of New York in ac-tion with the United States, to bull canal, and the state retain enough

interest in it at some future time. 43 nat should be in the form of a new r h feet wide and 30 feet deep. It won a cross section of 8,000 square feet an a current of one and one-half miles per

which would not interfere with the ki-navigation on so large a Fiver, would take from Lake Erie 17,600 cubic feet of water per second, which is about one-thirteenth of the volume flowing aver Nigraga Pallo

er would be ent in the solid rock from lake Erle to the crossing of frondequoit creek, a little east of Rochester, where a dam would be necessary, but not a very high one, From there east the river would lie in the bottom

area of 77 square miles. This like will form a perfect regulator to the proposed river, as it would take the whole flow of the river thirty-four hours to raise its surface one foot with its outlet closed. From this lake to the

"Such a river can be built at reasonable

st, so that it will be as permanent as the Hudson, and its current will flow continuous

, although navigation would be interrupted

of the amount collected by the New York Central Railroad. It will be open just like the Hudson river to all of the ships of the

Benefits in Water Power. 'No combinations of elevators at its ends, railroads along it, or steamship lines on

the 330 miles of as beautiful and prosperou-

country as there is anywhere on earth, a continuous string of thriving cities in thirteen

having already a valuation of more than a

"The water power alone could be made to

pay a rental sufficient to maintain the river for all time, and also pay a portion of its cost, so that even if a toll was imposed for a term

No Possibilities in Barge Canal.

"The water power possibilities of the pro-posed barge canal are simply nothing, and no

how it can be constructed without interrupt-ing the use of the present canal for years,

thereby doing as much damage to commerce temporarily as the building of the river would

ter to complete the barge canal, while to build the great splendid river need not re-

time is taken to study the cost of such a river and treat with the United States gov-

have to be satisfied with the mean thing which we will be as much ashamed of before

THE PEOPLE AND THE ERIE CANAL.

Lemin Elim Aug. 70-03.

It has been interesting, during the past

of popular hostility to the proposed ex-penditure of \$101,000,000 toward the en-

largement of the Eric canal to a capacity

The feeling of the majority of the peo-

are outspoken in their opposition to the expenditure of so large a sum, with the

addition of interest on the proposed state

bonds, for a project which in their opinion

is needless, extravagant, and of doubtful

completion within the probable life of any

present middle-aged citizen. Moreove

they are convinced that \$101,000,000

would be far from sufficient for he proj-

ect under consideration, and their judg-

ment revolts at the alternative of enter-

ing upon a long series of gigantic expendi-

tures or stopping the work before comple-

tion because of the refusal of the people

to submit to further drafts on their purses

When the subject of canal improvement

was before the Legislature, to Democrat

and Chronicle was of opinion that a com-

pletion of the deepening of the waterway

to nine feet, at a cost of \$20,000,000 or

thereabouts, was as large a job as the state would be justified in undertaking.

It believed that the greater project was

and their patience.

for thousand-ton barges.

tion on the canal would be as free as it

housand million dollars.

now on the Hudson,

by ice in winter. The cost of carrying freight it can be reduced to probably one-quarte-

THE ROCHESTER GRANGE. FOR CHAMBER OF COMMERCE

Secretary Ives Says the Chamber Can Live Through It. Some Dishonest Statements Are Being Made by Barge Canal Advocates.

"So some of the Buffalo papers are calling the Rochester Chamber of Commerce the Rochester Grange, owing to its posi-tion in the matter of the 1,000-ton barge ton in the matter of the 1,000-ton barge can'll scheme?" queried Sceretary John M. Ives, yesterday afternoon. "Well, the Chamber of Commerce will stand for that. "It is not fair, however," continued Mr. Ives, "for promoters of the barge can'll scheme to charge the Rochester Chamber of Commerce, with favoring the spender. scheme to charge the Rochester Chamber of Commerce with favoring the abandonment of the Erie canal. Why, the Erie canal is not working to a third of its present capacity. It is these Buffalo promoters of the barge canal who are endeavoring to coavey the impression, by their literature and in every other way, that, if the people do not vote for the pending canal amendment, it means the abandonment of the present canal. As a matter of fact, the Chamber of Commerce is not opposed to a reasonable and sane proposition to improve the canal. It is on record, however, as opposing the scheme to spend, nebody knows how many millions, for a barge canal. Everybody understands that the proposed initial expenditure of \$101,

onic canal. Everybody understands that the proposed initial expenditure of \$101,000,000 is only a beginning.

"The Chamber of Commerce of this city is anxious to do the best thing for all concerned in this matter of water transportation. There are many members who favor the ultimate construction of a ship canal by the federal government, and they know, and everybody else know, that and everybody else knows, that the expenditure of \$300,000,000 or more on a barge canal will make the people of New York state so sick of canals that they ship canal to be built by the general gov-

"It is a significant and hopeful symptom that many great newspapers, which have heretofore fully indorsed the scheme for a 1,000-ton barge canal, are now demanding that the receipt wanding that the receipt was discovered." manding that the people who are to foot the bills be heard, and that the matter be considered on its merits. They are awakening to the fact that some of the literature sent out in behalf of the barge canal does not state the case fairly. I understand that one of the advocate of understand that one of the advocates of the barge canal stated, at Oswego the other day, that the issue was between a other day, that the issue was between a barge canal as called for by the amendment to be voted upon this fall and the absolute abandonment of the present canals. Now you know that is not honest. It is impossible that the man that made that statement should not have known that there is no beginning the state of the st

Secretary Ives was inclined to think that the attempt to bolster the barge canal scheme by ridiculing the personal appear-ance of the members of the State Grange, who formed so large a portion of the dele gates to the anti-barge canal convention at Rochest'r, would prove a boomerang. In this connection he called attention to a recent editorial in the Lockport Journal, a recent editorial in the Lockport Journal, which has consistently argued in favor of the proposed improvement, as an instance of the back-action effect of the ridicule of the back-action of the support of the of the back-action effect of the ranche method of argument in support of the large expenditure proposed. The Journal, in the editorial referred to, says: "The Journal has for a great many years

dieved that something better than this elevator and transfer interests would unite with the sentiment which is so apparent throughout the state in demanding that the federal government build the enlarged waterway. Happily, there has been but one paper in Buffalo so unwise as to sub-stitute buffoonery for argument in treat-ing the canal question. The Journal stitute bulloonery for argument in treating the canal question. The Journal believes that the best way of converting the anti-canal people of the state will be to listen, patiently and respectfully, to their state of the case and thus lease into what side of the case and thus learn just what are the grounds for opposition. There is a large and intelligent class of people in this state who will vote against the canal idea. It won't help the canal boom along the calleby this santinger, or to alleby the santinger, or to all the santinger or to all the santinger. any to slight this sentiment or to do as some papers have done, sneer at and hold up to ridicule those who should be treated

ORATORS FOR BOTH

Joint Debate on Canal Question at Grange Picnic.

MONROE COUNTY FARMERS WILL HEAR SEVERAL SPEAKERS.

Chairman Herbert, of the New York Canal Association, Probably Will Be One of the Stars-Campaign of Ednearlon in Fall Swing:

- aug 7-03 The canal campaign is already well under way in the rural districts in this vicinity. At several farmers' picnics held in the last week, the proposed appropriation of \$101,000,000 for a barge

Improvement committee to champion the cause of the \$101,000,000 appropriation. It has not yet been decided who will uphold the anti-canal side of the argument. The speaker probably will be a Roches

Chairman Herbert, of the New York Canal association, is making an extended tour of the state, addressing meetings of farmers and trying to convert them to the barge canal project. He is mpanied by Captain Charles Camp-

CANAL ORATOR QUIT.

At the annual gathering of the Farmers' association of Onondaga and Oswego Counties at Three Rivers this week. Herbert's oratorical efforts were not received with much favor. Ten thousand persons assembled to hear him. The points made by the oppo-nents to Mr. Herbert were cheered to the echo, while the Gotham man's remarks were interrupted by so many embarrassing questions from his auditors that he retired in disgust before he had waded

script.
The farmers of Ontario county are to unite in a vigorous protest against the barge canal at the annual picule of Pomona Grange at the state experimental station in Geneva on Tuesday of next week. Five thousand people are expected. Assemblyman Jean L. Bur-nett, of Canandaigua, will speak. The republican county convention of Ontario county put itself on record against Utica has heretofore been viewed as

a hotbed of pro-canal sentiment. The Utica "Press," however, a stanch barge canvass of the voters of the country but those who are outspoken against the barge canal outnumber those who favor

TALKING FOR BARGE CANAL.

Besides Chairman Herbert, of the Canal association and Captain Camp-bell, speakers whom the state canal imnor, John A. Stewart, Willis H. Tennant of the Rochester Chamber of Com said this morning that no plans for th who was chairman of the recent conver tion in Rochester, has not yet announced the make-up of the state committee that he was empowered to name. Secretary Ives is hourly expecting a communica-tion from General Wood. As soon as anc a corps of speakers appointed. It is expected that there will be a debate on the canal question at every county fair

The Steuben democratic county convention, held in Corning recently, adopted strong resolutions against the barge canal bill.

The Oneonta "Herald," in a recent re-view of the situation in Otsego county, declared that there will hardly be a vote in favor a barge canal in thit vicinity.

Post Expuse. AGAINST' THE CANAL VATES COUNTY REPUBLICAN COX-

VENTION ADOPTS RESOLUTIONS. Will Mean as Entering Wedge for Still Larger Expenditures, Which, the Convention Declarer, Will Re Use-

loss and Wasteful-Nominees.

Penn Yan, Aug. 10.—The republican

convention of Yates county was held at the court house in this village Saturfam S. Cornwell called the convention to order. At the organization DeWitt C. Ayres acted as the temporary chairman. Upon the completion of the roll call of delegates Chairman Cornwell recommended the name of Thomas Furner of the town of Potter, as the chairman and he was unanimously elected. Clinton C. Struble, of Penn Yan, was made the

secretary of the convention; Jacob Metz. ger, of the town of Torrey, and Albert Beardslee of the town of Starkey, were animously elected tellers. After the empletion of the organization of the convention Benjamin L. Hoyt, of Pen Yan, who had done this work for a grea

lany years, swore in the officers. For sheriff, Elias Pulver, of Jerusalem; for county treasurer, Reuben A. Scofield, of Penn Yan; for county clerk,

been debated by able speakers, the grangers evineng their consession to the proposed measure in no negretary asy willis Gillette, of the grangers for the grangers for the grangers for the grangers of the grangers of the st. Lawrence.

"The joint sauadian and American proposed measure in no negretary asy willis Gillette, of the grangers of the granger of the grangers of the grange

tree compensate for the burden of taxa-ion contemplated.

Third—Because it has been demonstrated hat such improvements, if carried out.

Third—Because it has been demonstrated that such improvements, if carried out, should be in the power of a ship canal, to be constructed by the United States government, as its real value would be and is incomparably greater to the great West than to the state of New York.

Resolved, That we commend the action of our representatives in the legislature, Hon. Frank Sherwood and the Hon. Cyrus C. Harvey, in opposing the barge canal bill and arge upon the citizens the importance of voting against this unwise and unjust measure at the general election in Novem-

After the nominations had been cor pleted the convention adjourned after which the following republican county central committee for the ensuing year was selected: Italy, Case W. Blod-gett, Fred E. Blood; Middlesex, F. Clayton Greene, Eugene E. Emory; Starkey, Charles S. Hoyt, Clayton Bige-Cornwell, Perry W. Daines, John Cornwell, Perry W. Daines, John Swarthout, David Miller; Jerusalem, Frank Brown, Jerome Andrus, Chester C. Culver; Barrington, Martin J. Howell, Martin McDowell; Torrey, Stephen C. paines, Amos A. Norman; Potter, John Jole, Charles Wood; Benton, M. O. Coy-endall, Israel W. Comstock, Thomas N.

At the meeting of the county central otion to this effect was made by De Starkey moved that Clinton C Strubi of Penn Yan, be made the secretary.
The motion prevailed and he was de-clared to be the secretary. Upon the motion of Thomas M. Davis of Torrey M. O. Coykendall of the town of Ben-ton was made the treasurer of the exby at least one of the delegates. The officers will select the executive conmiltee and announce the names at the next meeting of the county central com-

fority ranging from 1,000 to 1,500 and often times in a presidential year the majority will go as high as 1,800. ention for Yates county has not

MONDAY, AUGUST 10

POSSIBILITIES OF SHIP CANAL

ARGUMENT AGAINST BARGE CANAL IPROJECT.

WATER FOWER ADVANTAGES

County Engineer McClintock Believes Ship Canal Project Would Be Practicable and Profitable-No Possibilities in Burge Canal.

In an interview yesterday, County Engine J. Y. McClintock advanced some strong arguments against the proposed barge canal and in favor of a ship canal. Mr. McClintock has given the matter much thought, and his words carry weight. Said he:

"The only apparent reason for the assump-tion that the best route for a ship canal from Lake Eric to the ocean is via Lake Outario, is the report of the United States Deen Waterways Commission of 1897, and that com-mission did not include a single New York man. There were three United States commissioners, one from Chicago, one from Michigan, and one from Massachusetts, who acted in conjunction with three Canadians, selected by that government, so that it is not surprising that they concluded to recommend the surveys and estimates for a ship canal, either by the St. Lawrence river and Lake Champlain, or by Oswego, Oneida lake and the Mobawk river, and utterly ignored the onsideration of a ship canal direct from Lake Erie through New York state to the

The law providing for the surveys recommended by them, specifically limited the Board of Engineers on Deep Waterways to a consideration of those two routes only, but they incidentally say in their report that it safely constructed. One of the routes for ship canal which was carefully sur and estimated was from the St. Lawrence, through Lake Champlain, to the Hudson, taking its water supply from the St. Law-

alty of obtaining the consent of the peo to entering upon so dublous a project thought that, as between the two e was much to be preferred. It still of evidence that it represents an over belining majority of the people of the te appropriation of \$101,000,000.

There are those who hold that no canal argement at all is necessary, and i he fact that the canal in its present state not used to one-fourth-some put the figures as low as one-tenth-of its capac ity. But this is another story. The mor after the \$101,000,000 proposition is voted at the election next November.

has struck the popular chord, as well as in leading the opposition to the enlarge-ment scheme. If, at some time in the future, the demand for traffic facilities shows signs of becoming greater than th eannl's capacity, it will be proper to in crease the capacity. But no such signs have yet appeared save in the field of imgination and conjecture. Hence the de termined resistance to a lavish outlay for which the commercial needs of the state present no visible or prospective justifica strength in the proportion that the subject

VIEWS AGAINST A BARGE CANAL IMPREGNABLE POSITION OF CHAMBER OF COMMERCE.

PRESIDENT DUNN'S STAND

Reasons for the Attitude Assumed by the Chamber Voiced by Leading Business Man - Plea For Business Methods.

The attitude of the Rochester Chamber of Commerce in relation to the proposed expenditure of \$100,000,000 for a barge body reprents very largely commercial inriously, as evidenced by the recent anti-barge canal convention held in this city

under its auspices.

Last evening Thomas B, Dunn, president of the Chamber of Commerce, in answer to questions, expressed his views regarding the barge canal scheme freely.

M Dang and

that the barge canal scheme was not a business proposition. That, primarily, is why I gave the matter attention. This view is borne out by our representatives in the Legislature, and by many or the these men was that there would be possible opposition to a deep waterway constructed by the federal government

one can glean from level-hended men, that a barge canal, upon which ten years would be expended, would be so far behind the improved railroad facilities which would be obtained when that canal was completed, that e barge canal would then be goldente as is the present one now.

York's share of the cost would be less than \$20,000,000. Add interest to the \$101,000,000 for the barge experiment on the proposed lis-year plange canal is simply a Buffulo is working for a large stake, and the proposed barge canal is simply a Buffulo speculation, for which they ask the state to furnish the funds. I have no words or sarries or Buffulo methods, but I say that, as a basiless proposition, pure and simple, the thinking population of the state of New York must be against the plan, as formulated at present."

In answer to a question as to the possision would be dispersively and respectful hearing. In answer to a question as to the possision work of the ship canal project into bonds without taking the canal project into bany which at king the canal project into honds, and the state of the \$101,000,000 for the barge experiment on the proposed 18-year bonds, and the whole cost to the State would be \$132,000,000, to say periment on the proposed 18-year bonds, and the whole cost to the State would be \$132,000,000 for sage example on the lawn to the State of the band Master of Ceremonies Wright called upon the picture of Ce "We don't think that our elever full of friends have any idea of materially benefiting New York city. Buffalo is working for a large stake, and the proposed barge canal is simply a Buffalo speculation, for which they ask the state to furnish the funds. I have no words or sarroush the job exame to an end. er to a question as to the possi-

the present canal, Mr. Dunn replied;

In relation to the effect of an improved its construction. tic method or methods of tow and systematic metalizing the capacity of the present canal more fully, President

"I have said that a proper method of towing is needed more than a barge canal, and, if it is necessary to break bulk in Buflalo, that freight may as well be distributed among a few more boats as a few less. If the present canal, by the way, is called a nuisance, a barge canal might come to be more of a nuisance, speaking

Garago Camed 7-11-03

abandonment of the canals is absurd.

George C. Bragdon.

I have read your account of the canal meeting of August 3d in Oswego, and am surprised at the attitude taken by some of your citizens in favor of the proposed barge canal. Is it for the interest of your city to have the doubtful experiment made at such an enormous expense to the State, and thus help defeat your hopes and past efforts for a ship canal from the Ningara River to Lake Ontario and Oswego to the Hudson?

The subject has been carefully con.

abandonment of the canals is absurd.

George C. Bragdon.

George C. Bragdon.

Secretary Ives, of the Rochmer of Commerce, recendy said of the Enlargement, barge canal project: "Everybody understands that the proposed initial expenditure of \$101,000, is only a beginning." The Buffalo News retorts: "There is not a man living who understands that the \$101,000, is a large sum, but the value of the Barge canal Oswego to the Hudson?

The subject has been carefully con.

to the latter. One of the queries raised is, who would build the twenty-thousand dollar barges for the enlarged canal in view of the decreasing rates and increasing transportation on the railroads as their engines perease in power and their trains in ength? Neither private capitalists large ventures in such investments in dark and villainous conspiracy lies behind the face of the grave uncertainties as the fact that delegates to the recent antito immediate or future profits, and if competition from that source should carried by the railroads at reduced rates. to immediate or future profits, and if competition from that source should be prospectively injurious to the New York Central railroad, that wealtby and powerful corporation would be more likely to place barges on the canal than any one else. The President of the road, in a letter to the chairman of the canal committee three or four years ago, stated that the company proposed to renew bridges, and build engines which would transport from Buffalo to New York in one train 80,000 bushels or 2,400 tons of grain, the running time between the two points being twelve between the two points being twelve ours, whereas, a barge carrying hours in making the canal trip, and would have to lie idle six months of the year. Competition against the railroads enters into the canal ques-

at all at the end of the ten years which it would take to complete it. GRANGERS HEAR Unimagined wonders in land transportation may be accomplished in the ext decade. The report of the Commission appointed by the United States govern. ment in 1807 to make surveys with reference to ship canals submitted to ARGUMENTS ON BOTH SIDES Congress a report favorable to a canal twenty-one feet deep around Niagara Hon. Philo W. Caster, of Little Falls-Falls and from Oswego to the Hudson, estimating the cost at \$200,000,000, leading business men of Rochester with and the time of passage from Lake whom I have talked. The main idea with \$101,000,000 Appropriation and would be used only two-and-a-half days, with such a canal there would be no need of breaking bulk at big elevators in Buffdo and New quoit, that bay which the friends of a ship canal hope to see made the harbor of were going to be largely benefited by York, and competition with the cheaper transportation of their products, and it is a fair proposition that they pay their share of the expense for building any a 1,000-ton barge canal. It was the anlocked up by ice all winter, could go

tion but slightly now, and so

far as the proposed enlargement concerned probably will not

through to New York in the late fall obsolete as is the present one now its serious uncertainties, or rather, its gaged in, with "Anse" Wright, whose native talk about a barge canal being of probable failure as a profitable means two heather is just across the bay in the probable failure as a profitable means of transportation. And if the United States government could be induced

The games and sports resulted as follows: The talk about a barge canal being of such great benefit to our metropolitan city of New York, is searcely worthy of consideration. The past and present pressideration. The past and present pressideration. The past and present presside of New York determines its future to a large extent, and its possible northern boundaries may approach nearly to Albany without taking the canal project into bank with taking the canal project into least them. See now would be less them. See now would be less than See no

question as to the possi-utilizing the capacity of ject, and to this end work and vote against the proposed barge canal. the present canal, Mr. Dunn replied:

"It would seem that the hustling spirit of the American people sometimes results in averlooking present advantages, and dust a conservative people, such as is often found in the older countries, would commerce from the West and Northwest and the west and North-utilize the canal as it is, to better ad-canatige than the hurry-up American scople seem inclined to do."

Commerce from the West and North-west and the prospective Canadian ship canal from Georgian Bay to Toronto are multiplying reasons for

Meanwhile traffic over the old canal could go on, and be more than dou-bled with its present capacity, and if future conditions should prove favorable it could be deepened to the nine eet contemplated by the inadequate \$9,000,000 appropriation of a few years aro. The statement of the selfishly nterested barge canal men of Buffalo

Oswego to the Hudson?

The subject has been carefully considered in Rochester from many points of view, not only in the recent significant convention called by the Chamber of Commerce, but several previous meetings addressed by well informed speakers, and in the news.

With, equal truth and positiveness, that their speakers and is many points of view, not only in the recent significant convention called by the Chamber of Commerce, but several previous meetings addressed by well informed speakers, and in the news. previous meetings addressed by well informed speakers, and in the newspapers and conversation, and although a 1,000-ton barge canal through the city would probably benefit it more than a ship canal around it, it would be difficult now to find a reason is that they do not see why are efit it more than a ship canal around it, it would be difficult now to find a thoughtful Rochester man who is in favor of the former and not inclined to the latter. One of the canal which is not now used to the extension of the measure know that, if it is abandoned,

AT GLEN HAVEN.

Nonsense people, who are up to the About average grade of intelli-Railroads, gence on most subjects,

ried. To say, sincerely, that the granting of special rates proves that a railroad goes out of its way to favor the cause which gets the benefit, is a sign of ignorance. To say it for the purpose of fooling the Grangers is futile. They are neither hermits nor ignoramuses, and they can recognize a fake when it is specially foolish or preposterous. Demot 6 hom 48/04.

What \$101,626,000 means.

A bundred and one million of dollars to the strend half way around the globe, or reach from New York to Manila. It would carpet any ten farms of Monroe nize a fake when it is specially foolish or preposterous. Demot 6 hom 48/04.

What \$101,626,000 means. TALK ON CANALS

Spoke in Favor of Confirming Senator M. E. Lewis Opposed It.

Gates Grange, and the members of these bodies were there in full force and brought with them many friends. The visitors to Glen Haven arrived by trolley cars from

"The interest on \$101,000,000 together Girls' race, won by Barbara Gray; boys' race, won by Gregory Nicholls; bean contest, Mrs. Davis first, Mrs. R. Millar second; shirt contest, won by Ansel Wright; crowbar contest, Mr. Breeze, the differing radically from the first taxation, differing radically from the first taxation.

If is himself a farmer and a member of the Herkimer County Grange.

Mr. Casler began by saying that he found himself in a rather awkward position for he felt that he had an audionee which was against the 1,000-ton barge canal. Said he in part:

"New York owes its title, the Empires state, to its commercial supremacy. It is not an agricultural state and it has comparatively no mines. But we have something all others are anxious to take from us; we have the greatest commercial position of any state in the Union.

"New York and Buffalo are united on this question of improving the means of transportation to meet the requirements of the situation."

"Let us first see whether the United States government will build a genuine

Question of Taxation.

Mr. Casler then took up the question of and New York who wish to keep the increased taxation on account of the introduction that op-

There will probably be growth, a broad-

comes an expert, but always along the

what may be expected from him in the

applied to assemblages and combinations

invariably true and reliable. In judg-

ments of them, it is the only safe and

of men, being in such cases even mor

This law of human conduct become specially pertinent and of importance t

e taxpaying public of the state in cor

arge canal. Can such a waterway be

nstructed in this state, honestly and

nomically, for a cost limited in ad-

ineers? Can the work be honestly don

r would such a project certainty serve

o involve the state to an unknown ex

ent financially, and prove to be a repet

ion of earlier scandals and frauds upo

In the determination of this questic

the future must be judged by the past

ince no convincing proofs of radical re

of an honest and efficient expenditure of

unds for building a barge canal mus

be determined by the history of the ex

in great public works which have pre

ceded it. If there was robbery of the

public then, there will be hereafter, upo-

broader scale and to a larger exten

lably increasing the alertness and b

enuity of the thief catcher. It is ur

affairs which concern the governmen

whether national or state, is on the in

history of the past, that the taxpayer

of this state must judge whether it

and practically to an unlimited exten

for the purpose of barge canal construc-

the future by the experience of the past,

present themselves. The first may thus

be stated: If the Capitol at Albany, estl-

much would a barge canal, estimated by

equally competent engineers to cost

\$101,000,000, actually consume of the

completed and ready for business? This

problem can readily be solved, and the

priation of \$9,000,000 was secured for the

enlargement of the Erle Canal, upon the

assurance of canal engineers and those

interested in the scheme that the sun

was ample for the purpose. Little, ;

any, practical benefit to that waterway

resulted. But the entire sum disap-

appeared so adroitly and completely that

able and upright investigators, while sat-

isfled that the greater part of the mone;

mocrat

TWAY

peared with suspicious promptness-di

wise or expedient to open their pockets

rease, Numerous painful and humiliat

ng investigations show this fact only

essary to assert that dishonesty

form have been offered, the probabilit

a more gigantic scale?

servative guide to follow.

way of his past. Thus a man's record h

becomes a safe and just prophecy of het

change of direction. With experience his tir

ening of the lines of action, but n

Allegany-The Hon. A. W. Litchard, Rush-ord, and A. W. Milman, Friendship. Allegany—The Hon. A. W. Lifebard, Rush-brod, and A. W. Milman, Friendssup, Broome—James T. Rogers, Binghaoiton, Cattaraugus—F. N. Godfrey, Ocean, Cayuga—Charles Pitts, Dresserville, Changaqua—J. A. Muchimis, Rupicy, Cheming—E. J. Young, Nowlen, Clintou—Emmett Arinstrong, Morris, Colembia—Henry S. Ambier, Chatmam, Cortland—The Hon. O. O. Keilogg, Cort-nd.

Dutchess-The Hop, John I. Platt, Pough keepsie.
Lissex-J. O. Burdick, Crown Point.
Franklin-Stephen C. Paddock, Maione.
Genesee-Fred B. Parker, Ediod.
Herkimer-The Hon. Warner Miller, Her

mer, Jefferson-H. P. Dunlap, Watertown, Kings-Robert Spitzer, Brooklyn, Lewis-H. E. Cook, Denmark, Livingston-W. E. Dana, Avon, Midlson-A. W. Hundley, Earlylle, Molros-L. P. Ross, Rochester,

ise, Ontarlo-Charles Coolidge, Clifton Springs Orange-C. C. McCardell, Middletown, Orleans-Dennis Evarts, Manulug.

Saratoga-John K. Walbridge, Saratoga ectndy-S. R. James. Schenectady, harle-A. R. Coons, Sharon Springs, der-Olla T. Nye, Watklus, a-E. P. Cole, Homulos, ep-The Hon. Franklin D. Sherwood,

Attlea, Yates-James A. Thayer, Penn Yan. Secretary John M. Ives, of this city, will Issue a call for the committee to meet at the Yates Hotel, at Syracuse, on Thursday, August 27th, at which time plans will be formulated for a vigorous campaign through inland cities of the sinte are raising funds for the campaign. It is understood that the state committee will have plenty of funds at helr disposal. Among those who will be

NEW PHASE OF CANAL QUESTION VIEWS OF VICE PRESIDENT J. CRAIG POWERS.

Present Canal W.th Modern Metha eds of Towing too Valuable as a Freight Rate Factor to be Closed While Larger Canal is Building.

The repeated attempts of the press-bureau which is acting in behalf of the several hundred millions of the people money, ostensibly to dig a twelve-foot waterway through the state, to east ridicule on the action of the Rochester Chamber of Commerce because of its attitude in that important matter, are acting after the manner of the boomerang. The only possible effect is to redouble the efforts of the members of that body to bring the question fairly before the people for candid consideration. In other words, the campaign of education so auspiciously convention held in this city is stimulated

rather than discouraged.
Interviews with prominent members of the Rochester Chamber of Commerce show that they are a unit in opposing the ap-proval of the scheme by the people, and they advance unanswerable argume against the plan urged so strenuously by the terminal interests at New York and

John Craig Powers, vice-president of the

cost the people of the state of New York, and those who are interested in elevator and other terminal business only will be benefited.

"Besides, there is a fallacy in this term '1,000-ton barge.' It is a 1,000-ton barge when loaded, and it does not mean that the boats will cary 1,000 tons, net load."

When the matter of ridiculing the action of the Chamber of Commerce was touched upon, Mr. Powers said:

"I am surprised at the attitude taken by your people in fayor of the proposed."

should be ridicaled by the press advocates of this big scheme. Look at the file of men who are at the head of the graphication in New York, which is purant the property of th you suppose for a moment that those men are working in the interest of the people of the state? They are working for their wn interests, at the expense of the peo-

provement, but it will be more likely to be a \$202,000,000 job. We were told that t would cost only \$9,000,000 to deepen the it will cost from \$18,000,000 to \$27,000,000 more to complete it. It is this way in all improvements of the kind. They a ways cost much more than estimated, would be so with this barge canal.

"There is another thing about this welve-foot barge canal. When it is fined, after ten years' work and the ex nditure of all this enormous sum, w will still only have an antiquated and out-of-date canal. Many problems in trans-portation will doubtless be solved within hose ten years, and, judging by the past ten years, no one can foretell the advance in the lines of economy. With our twelv foot canal it will still be necessary orenk bulk at Buffalo. Improvements in cation as motive power, may make the twelve-foot barge canal of as little im-

A question as to the value of the Erie canal, even at its present depth, if used to its fullest capacity by modern methods of towing, led to suggestions from Mr. Powers, which will doubtless lead to some serious thought on the part of the advo-cates of the 1,000-ton barge canal, as well as those who are opposing it.

"There is another matter in regard to this proposed improvement, which seems not to have been generally discussed, at least in the public press. It is conceded that it will require ten years at least, if everything goes well, before this pro-posed improvement will be completed. There are precedents to show that the time required, as well as the cost, may be gravely underestimated. Is it not true, that the suspension of traffic on the present canals, with the improved methods of operation now in vogue and which may be perfected, will be just so much dead loss? Where will this regulation of railway rates, of which we hear so much be during those ten years in which the canal is landlocked? No man, in his soler senses, will renture to deny that, if proper, mod-ern methods of towing should be applied to the Erie canal and the other canals, as they are to-day, their capacity for use fulness could be doubled many times of It would be interesting, if possible, pute the loss to the state, and to the rce of the country, during those ten TEN YEARS OF IDLENESS or more years that the waterway would be idle, and during which the railways ould not have even the present opposi lon, which concededly regulates rates, to

MANY REQUESTS FOR

Secretary of Anti-Barge Canal Committee Gets Them.

MEET THE DEMANDS.

be Able to Assign as Many as Are Called for After It Eas Held Its First Meeting in Syrnesse.

this morning from Harold B. Johnson, when asked for of Gouverneur, telling of the formation Chamber of Commerce, when asked for of Gouverneur, telling of the formation his views regarding the 1,000-ton barge of a strong anti-barge canal league in "I am against the barge canal. I can St. Lawrence county that will conduct see no benefit which will accrue to the state of New York by its construction and operation. I think you will find most business men in this city are opposed to the plan. It looks to me like a waste management, can be crystalized into t the people's money.

"It will require \$5,000,000 a year to meet practically unanimous expression at the

"It will require \$5,000,000 a year to meet the interest on the bonds and the requirements of the sinking fund, to say nothing of the cost of maintenance and operation, and what will the people of the state of New York get out of it? When they put a heavy tax on mortgages, they will make the excuse that they have got to raise the money to meet the expense of this barge canal.

"If this was to be a genuine deep waterway, allowing ships to pass from the lakes to the sea at New York, without breaking cargo, that would be another matter and a national matter. I haven't the statistics at hand, but it can easily be figured what every ton of through freight carried through a barge canal will cost the people of the state of New York, and those who are interested in elevator.

tion of the Chamber of Commerce was touched upon. Mr. Powers said:

"Ridicule is the last resort of men who are everwhelmed with unanswerable arguments. It is really a compliment that the

creasing commerce from the West and Sorthwest, and the prospective Cana-ian ship canal from Georgian bay to pronto are multiplying reasons for its

th its present capacity, and if future aditions should prove favorable

the canels is absurd." Chree 411703

IS NOT TO ABANDON BRANCH Secretary Ives of the Chamber of Conerce has received a letter from A. F

Charlotte, Says Mr. Smith:

DE mount - & traniele NOT TOO DEEP, SAYS BUFFALO.

Senator Lewis made a significant point n the course of a debate on the canal estion before an assemblage of Granger at Glen Haven last Thursday, After deny ents of enlargement are in favor of filling up and abandoning the present canal, Sen ater Lewis said:

What the people of Monroe think is this: That an artificial waterway through the state of New York is a good thing. What they would be most glad to see is a genuine deep would be most guat to see is a genuine deep waterway. But the barge canal advocates say that, while they wunt a deep canal, it must not be too deep; not so deep that com-merce can pass through Buffalo without breaking bulk. It must not be over twelve

These words throw a searchlight on Buffalo's alleged solictude for the commercial welfare of the state of New York. What Buffalo wants is a retention of the large and profitable business of transferring freight from lake vessels to canal boats. That business would be seriously injured by a ship canal through which the lake vessels could pass to New York without breaking bulk. Therefore Buffalo's effort is to head off the larger waterway by contructing a twelve-foot canal, thereby protecting her elevator interests, but confer- two interesting mathematical proble ring no benefit on any other interest unler the sun.

What the rest of the state, including maied by competent architects to cos ver. New York city, thinks it could gain so much, actually cost so much, how from this scheme is a deep mystery. Of what possible advantage can it be to anybody outside of Buffalo? How can it merease commerce at the port of New lork, in view of the fact that the present anal is utilized to only about one-eighth HO PROVISIONS BY WHICH HE CAM of its capacity? The Manhattanites, who at present show a disposition to yield to result would astound the most enthusithe hypnotic influence emanating from astic supporter of the scheme. The sec-Buffalo, are likely to brace up and turn these questions over in their minds before as follows: A few years ago an appro-

> Buffalo's push and enterprise are admirable. But that is no reason why the state of New York should saddle itself with an interest-bearing debt of \$101,000,-000 for the sole purpose of fortifying and comoting the local Buffalo industry of es between Western and Eastern points

Good Point the Lockport Union-Sun, home fraud or dishonesty to a single pe which is in favor of enlarge-Enlargement, ment, opines that a farmer with a commodious but of official wastefulness and incomleaky barn would be wise to repair the roof petency, if not of actual corruption; and

instead of letting it go until he could save shortly afterward, another committee money enough to build a new barn. Ex- experts, after a prolonged investigation, nctiy. That is plain business sense. Ap- reported in favor of a further expendiplying its illustration, the Union-Sun con- ture of twice the original sum! tinues: "'Of a capacity far exceeding its Under precisely the same conditions, traffic, carries out the analogy of the leaky with greater possibilities of manipula barn which was no good for storing crops tion of contracts and funds, how many -- the Eric canal has lost traffic because times \$101,000,000 would be needed to conit has not been kept in repair and in a struct a thousand-ton barge canal from condition to compete properly with the rail Buffalo to the Hudson River? Would the roads." Thanks, Sir Oracle, for this argument, the logical conclusion of which is that the state would do better to kee the present canal in good repair than to waste its money on a larger waterway that is not called for by commercial necessities. This point will not be lost upon the clear-headed taxpayers of the state.

its present condition has not passed a day of usefulness. The figures of Su-erintendent Eoyd show that up to the rest of the present month there has been in increase of 300,000 tons over the traffic he corresponding period of last year

of increase is remarkable because o put money into a business so unsettled s this of a state waterway has been for en uncertain, and the means of

Now it is plain that no sane mind will imp to the conclusion through prejudice, in the face of such facts and conditions, at the canal should be abandoned altogether. It has its uses still, and as have said in reviewing Secretary Giles' ad-iress the claim is made that it can do three mes the husiness it is doing and that it will be quite a long time before the for all it is worth, before entering upor extravagant expenditures the finality

ester who had no more sense than to treat it as a hayseed event with the rhetoric of the "Uncle Rube" class of playwrights, only exaggerated to a far more absurd length. The day is passed when it is true or decent to apply such ridicule to the farming population, while to try and make votes for the canal steal by such fool methade is worse than folly, for it will so react. A sample of this smart aleck vul-garity that appeared in the Buffalo "Express," which evidently was not expected to ake votes in the rure' districts, read this Commerce in Rochester yesterday there dd have been a fluffing of whish world." He went on: "The call led to weird conclave of whiskers. Some were eck whiskers, others were neck whiskers were chin whiskers, others were lip If the popular figure was Uncle H The with a little boneh of whiskers on by phit. He came from Podunk and Sub-lunk and Punkintown and Squasiville an Cocumberburg and Cabbage Center." To exhibit the more clearly the folly of

the hundred-million barge canal project, have pointed out how far more advanta us to the state would be the constract of a railroad along the bed of the present canal, but the Buffalo "News" retorts, in raffroad business would be unreasonal or rainoad men by the state would be a useless and dangerous piece of husiness. Now, if it is inadvisable and improper at this time for the state to go into the railroad business, it is still more imadvisable and inneres. able and inproper for it to go into the barge canal business. If it is the proper function of the state to build and operate at great cost a transportation line across its territory for the sole purpose of bringing Western grain to New York, the chean-est and best way to accomplish the purpose would be to build a railroad in the bed of the old canal rather than to lay out as erate a great, cumbersome and inefficient barge canal. That is, the absurdity of the state's "going into the railroad business" applies not less to the barge canal project. The more this barge canal plan is dis mously the whole people of the state order to build up an artificial business i and never will; and in every other part o York "Sun." Pro & 8/11/03

MAUVE AND OLD ROSE

During the season of inaction, when everybody who can do so is staying out of town, the Chamber of Commerce has emed the opportunity to put on a fine new ed the library of the chamber will be much improved in appearance. The walls and by the big flood last year. But the difceilings are being tinted with pale mauve, with soft old rose trimmings. The window sulls and pillar ornamentations are in solid onk, natural color, and the floor is being polished up until it has the appearance of being ready for a dance. The room will be missioner Neville visited New York two being ready for a successful to a weeks ago were mutters brought to a even more attractive than when it was first weeks ago were mutters brought to a focus. On Monday the Eric engineers

The entire floor, including the Chamber of the picos of t Comerce hall and the offices of the secre-tury, are being renovated.

we had no intention to garble or mangle ment as applied to the question of enlarg

It is true that the Union-Sun did not e pressly say that its hypothetical barn wa 'commodious," but we felt justified in thu describing the structure because the on fault alleged against it was a condition of leakiness, making it unfit for the storage of grain. And we allowed that a sensible farmer would mend the roof and stop the leaks, rather than abandon the barn, which otherwise answered his purposes, and ge to the needless expense of building a new

Applying the barn argument to the cana the Union-Sun said: "The Eric caust La lost traffic because it has not been kept it repair and in a condition to compete properly with the railroads." This allegation is a good argument for keeping the cana in good condition, but it does not point t the duty of digging a bigger canal.

If the barn in the case had been tor small to hold the farmer's crops, the il Instration would have presented a different aspect. But no such altegation was mad even as there is no claim that the Eric canal is overcrowded with traffic. As : matter of fact it is large enough for eigh times as much freight as is now offered for ranspertation. Therefore let the stat keep the canal in repair, but let it not in eur an interest-hearing indebtedness o \$101,000,000 to pay the expenses (or pa

FROM FLOOD

A Comprehensive Plan To Control Future Overflow in River.

THREE FEATURES

City Will Pay Half Cost of Retaining Wall From Court To Clarissa Streets.

PROPERTY OWNERS MUST RAISE FRONT STREET WALL Herald any 20,1903

Wall in Rear of Stores so High That River Water Cannot Get Through-Third Plan Is To Tunnel Under Front and Main Streets To Drain Cellars of Big Office Buildings. There seems no further obstacle in th

l averflows. At the outset, it looked you be satisfied with such a local assess-

distributed by local assessment of the city as to the amount to be paid

by the company.

The calinated cost of the improvement was \$18.054.75. The agreement was that the Erneshould do the work and that the EDE should do the work and the city would ray therefore the sum of \$11,200 as its share of the cost, the bal-ance to an paid by the ratiroad. The plan involved the raising of the Erie tracks for most of the distance between Court and clarksa Streets, the new em-bankment to be used as a retaining wall, but a short piece of wall will be built on both sides of Clarissa Street bridge, Having reached the agreement the

the cost of the improvement, a to of the Public Improvement Com-litee of the Common Council was lied at the Mayor's office yesterday on to draft a report to be suf ted to the council on Tuesday night ommending the passage of an im vergent ordinance for the construcof the wall and raising the railroad

ek and the city shall pay the con actor could take the contract and do the work without securing a right of way from the Erie to raise its tracks,

revenient for the benefit of the at the Four Corners and notice had been given that the city would be held liable verflow. If these suits were brought, the damages must be paid by the entir

Mayor Rodenbeck said be did not link any property owners could s

Alderman Hollister said the sewers had been stopped up by the city at the time of the flood and he thought this might give an action for damages. He wall should be built, but it ought to be

"I believe the property owners who are specially benefited should pay their share of he cost," remarked the Mayor,
"Yes," replied the Alderman, "You are willing to pay \$30,000 for pulling down the Il boards on the Riley Triangle and ake that charge against the entire city, should take care of the river that flowthrough its territory without asking the property owners individually to pay the ost of protection against flood over-

Mayor Rodenbeck-Are the people of of their share of this improvement be to

Alderman Hollister—I think they are decidedly opposed to the improvement by local assessment, as they think the have the improvement abandoned than to have it paid by local assessment?

wo or three days. We never thought until this week there was much chance that anything would be done in the matter, as it has been talked of for eight or ten years and nothing came of it be-

fore.

Mayor Rodenbeck—I am surprised that any objection to paying for this improvement should come from the people on Exchange Street. They are the ones who started the agitation, held meetings and appointed committees to bring about the improvement. They are mainly inand for this improvement from the copie on the east side. The taxpayers the Sixteenth and Seventeenth Wards re not clamoring for a retainly I certainly think the people directly be efited should pay a share of the cost.

Alderman McParlin—How do you thin

he cost should be distributed, Alderma Alderman Hollister-I believe all of it should be paid by the city at large,
Alderman McParlin-The total cost
only \$11,200 and the proposed ordinance butes the cost widely. Suppose the ity pays half the cost and the distributed on all the property on both des of Exchange Street, from Hubbell Park to Main Street, and on the

valve his claim that no part of the cost should be assessed locally in view of the constituents and the small amount that would be assessed against any single perty owner, owing to the wide distr don of the assessment.

There is a section in the agreen with the Eric Railroad, however, that provided the city should pay any share of the cost that should be assessed lister insisted that this amount, esti-mated from \$500 to \$1,000, should also be paid by the city. This left less than half of the \$11,200 to be paid by local assessment on the property owners on the streets mentioned.

"We will not haggie over a matter of \$1,000 to be paid by the city at large," remarked Alderman McParlin, the chairman of the committee. "As long as we have got so near an agreement. I shall favor a report giving this concession to

the Third Ward."

Mayor Rodenbeck and City Engineer
Fisher agreed to the compromise and Alderman Hollister finally said it would be acceptable to him. So a report will be accordingly drafted and presented to the council Tuesday night, recomme that the improvement be made and that the city pay one-half the cost in addi-tion to paying the assessment against the Eric Road. It is estimated this will leave about \$6,000 of the \$11,200 to be paid by the city at large and the balance to be paid by local assessment on the prop-

denbeck next called the attenmmittee to the plans for the bester ction of Front Street from the verflow. These plans consisted

It was finally determined that this was not a matter for local assessment, but that a penal ordinance should be drafted requiring all the property owners to raise the retaining walls in the rear of the stores a sufficient height to keep out the n operation will go to the courcil an submitted later to the Law Committee

Mr. Fisher also called the attention of plan consisted of a tunnel starting Commercial Street, running up Front Street to Main Street and along Main Street to Fitzhugh Street, This tunnel will serve to keep the cellars of all the big buildings on Main Street free fron river water. Mr. Fisher said this im evement, which will cost about \$50,000 should, in his opinion, be paid entirely by local assessment. Alderman Tracy of the First Ward, whose constituents are ity and it was decided to wait until he could better be done in the winter th

pushed in connection with the other plans for a new retaining wall above Court treet and the raising of the present re aining wall on Front Street. The three at will be put in operation before there the chance of another flood overflow

THE NEW RIVER BRIDGE.

Supervisors Committee Will Discuss Plans for Bridge at Ridge Road.

ng the two parts of Seneca Park, wil meet to-morrow morning to discuss ways and means. The committee consists of Schwartz, Beebe, Ellsworth, Collins an

of stone or fron that would be sufficiently trong to bear the weight of trolley car should stand its share of the cost, al-

The bridge would serve to connect the east and west parts of Seneca Park and do much to popularize the west park.

WILL WORK AMONG Post Expres - 8/21/63 Campaign Plans of the Anti-Barge Canal Committee.

FARMERS TO BE AROUSED TO REAL. IZATION OF THEIR DUTY.

Secretary Ives of the Chamber of Commoree Talks of Committee Meeting in Syrasuse-Feared Phat Farmers Are Over-Confident.

"Buffalo is playing for a tremendous stake. You can't blame her, for it gether and fight forces that are trying to make the state pay for a \$101,000,000 barge canal."

So said Secretary John M. Ives, of the after lds roturn from the all-day ses sion of the state anti-burge canni con mittee in the Vatio hotel, Syracuse, yes terday.

lives went on. "It is Buffalo that is vi-tally interested. The grain elevator in-terests of that city are pouring out a of the count, and they expect to mad

of the count, and they expect to make ten fortunes for averyone they invest in this cannot predect."

"We had a great meeting in Syracuse. Our order of business was a little different from that of the usual committee meeting, but we wanted to get at the facts in the case. The first thing to do was to hold a preliminary meeting, take a recess and then meet for organization. We elected a permanent executive committee. The members of this committee are: General bers of this committee are: Ge James Wood, of Westchesier, presiding, ex-officia; Frederick C. Stevens, a ing, ex-officia; Frederick C. Stevens, of Wyoming, treasurer, ex-officia; John L. Platt, of Dutchess, secretary, ex-officia; E. B. Norris, of Wayne; Robert Spitzer, of Kings; H. B. Dunlap, of Jefferson, and Lewis P. Ross, of Monroe.

"General Wood presided at the meeting, and I as secretary called the roll-As each man responded to his plante by

county, and what the canal aggression is doing in his particular section. In this way we were made thereughly familiar with conditions all over the state. The interest that the anti-barge canal advocates take was shown by the number of secretarials. busy season when the farmers are rushed with their work and a large per-centage of the business men are having

Mr. Ives read from his notes the names of the delegates present. Those responding to the roll call were: Allegany, A. W. Litchard, Rushford; Cattraugus, F. N. Godfrey Olean; Chemuns E. J. Young, Elmira; Cortland, G. H Hyde, Cortland; Dutchess, John J Pratt, Poughkeepsie; Jefferson, H. F Dunlap, Watertown; Kings, Rober Spitzer, Brooklyn; Livingston, W. E. Dana, Avon; Monroe, John M. Ives Rochester; Oneida, Professor Oren Root, Clinton; Ontario, Charles Coolidge Clifton Springs; Otsego, George J. Wi ber, Oneonta; Reisselaer, E. S. Com stock, Brainards; St. Lawrence, Barne Whitney, Lawrenceville; Schenectady, S R. James, Schenectady; Schoharie, A B. Coons, Sharon Springs; Seneca, C. Cole, Romulus; Tioga, H. Aus Clark, Owego; Ulster, Joseph E. He brouck, Modena; Washington, John R Staples, Granville; Wayne, E. B. Nor ris, Sodus; Weatchester, General James Wood, Mt. Kisco, and James K. Angar Peckskill; Wyoming, Fredeick C. Stev

Penn Yan.
"We decided," Mr. Ives continued, "to formulate some plan to raise money is fight the canal interests, and to hav-all of the county chalrmen as permanen officers. These will organize the school districts in which they live and name will report to the chairman of the execu tive committee each week until election The executive committe will meet at the call of the chair in different places. Some of the meetings will be held here, prob,

ens, Attica; Yates, James A. Thayer

"After talking things over we came to the conclusion that in a way our great strength in the state is our greatest weakness. The farmers are opposed t the barge canal. They always speak against it when they meet, and because of this sentiment they are sure in their own minds that the project will be defeated. Because of this we are afraid that a great many will not take the trouole to vote, while the grain interests will be sure that every vote in favor of the canal is brought out on election day. Because of this condition we decided to make a house to house canvass in many of the school districts, present the prop sition to the farmers, and urge each one to make it certain that he votes on elec-

"Then we are going to send out lite ature. We will get up different matt for different sections of the state.

WORK OF PRO-CANAL FORCES.

"The laboring men are being ap tell these men of the great amount of money, the millions upon millions of dol-lars, that will be spent for labor, and that therefore the laboring man is bound to benefit if only by the amount of labor that is employed on the canal. Did you ever see a canal in process of building fyou ever have, you know the kind of labor employed. Fifty millions of that money will be used for excavation, and unskilled laborers from Italy will get it, and that \$50,000,000 will go to Italy. If one of these laborers gets a dollar a day, it will be 75 cents more than he could get at home. He will save the 75 cents. These men will be enveloped by get at home. He will save the 75 cents These men will be employed by contractors and cared for by them.

"The canal emissaries are going through the towns through which they propose to run the canal, approaching the small shopkcepers, and telling them how greatly they will benefit by selling the workmen. Now, I can ell you that very little of the laborer money will be expended in the small towns. The contractors will feed them, and the contractors know how to buy supplies at wholesale in the big cities, and that is what they will do.

"There is another thing. A commission will be

and that must be taken for camil pur-poses, and as a result of their labors the Court of Claims will have enough husiness to keep it busy for the next twenty years. That is another item for the tax-gayer to consider.

"The Canadian government has thrown away a ten-foot canal, the Welland, and

built a fourteen-foot canal, which it is now thinking of abandoning, to build a twenty-footer as more suitable to the

We, especially the Rochester Chamber of Commerce, ask that we be given a canal that will not be, at best, a make-shift and for which New York alone will have to pay. New York alone will have to pay. New York now pays about one-twelfth of the taxes, and let it wait and pay that when the Federal government will build a ship canal that will be of benefit to everyone.

of benefit to everyone.

"We realize that we must get to work right away. The canel interests have their men at work now. It has head-quarters in the Produce Exchanges of both New York and Buffalo, and it is sending out its literature. It is not content with merely sending it out, but it sends its agents all over the state. In St. Lawrence and Livingston counties last week a smooth-tongued stranger approached the editors of the county-weeklies and offered to give two columns. weeklies and offered to give two columns or more of plate matter guaranteed to be interesting. This would save a considerable sum of money in the cost of composition, but the editors there told them that they could write their own articles. There men are going all over the state nows what other things to enable them

SENTIMENT THROUGH STATE IS AGAINST BARGE CANAL aug. 21-1903. Shown at the Meeting of the Committee at Syracuse.

Determined Body of Men
Discuss Situation and
Decide Upon Vigorous
Campaign Against the
Barge Canal Hydra—Fallacies in Arguments for
\$101,000,000 Waterway.

It was with feelings of renewed flope and confidence that the members of the State Anti-Barge Canal Committee departiced for their homes yesterday afternoon.

E. B. Norris, of Wayne, offered a resolution that General James Wood, of West-chester, be made the permanent chairman of the State Committee, and was put by Hon. F. C. Stevens, of the State Committee. General Wood of the State Committee.

At this point a recess of twenty minimate the remaining members of the State Committee.

At this point a recess of twenty minimate the remaining members of the St

and confidence that the members of the State Anti-Barge Canal Committee departed for their homes yesterday afterneon, after the very successful meeting, held at

after the very successful meeting, held at the Yates Hotel at Syracuse. Considering the very short notice, the ing adjourned, shortly after 1 o'clock, the organization had been perfected, and de-tails of the campaign against the expendi-ture of from \$101,000,000 to \$303,000,000,

It was an earnest, but cool, courageous and determined body of men which met in the upper room of the big Yates Hotel yesterday morning. The campaign for ris preservation of the rights of the entire of the state, as against a few men selfishly interested in canal terminal facilities, was not heralded by banners and brass bands, but the members of the com-mittee, from near and remote counties, took up the work which is before them in

Called to Order by Gen. Wood. The meeting was called to order shortly after 10 o'clock by General James Wood,

of Westchester county, who was the per-manent chairman of the anti-barge canal convention, held at the Chamber of Commerce, in this city July 21st, and upon whom that convention had placed the re-sponsible duty of naming the members of the State Committee. General Wood, in a brief speech, said that it would be readil understood that the task of naming so in cult. Necessarily he had been obliged t confer by correspondence with people in the different counties. Many had been un-able to serve, and it had then been necessary to confer with still others. Several members selected had accepted the appointment, but had notified him that, while y could not arrange to be present a the first meeting on such short notice would gudly acquiesce in the action of the State Committee, and would actively engage in the anti-barge canal can General Wood thanked those who had at-tended, and asked John M. Ives, of this city, secretary of the Chamber of Conmerce, and also secretary of the proxies being present, were

Committeemen Who Were Present. Allegany-Hon. A. W. Litchard, Rush-ord; Cattaraugus-F. N. Godfrey, Olean Chemung—E. J. Yonng, Elmira; Cortland —G. H. Hyde, Cortland; Dutchess—Hon, John I. Pratt, Ponghkeepsie; Jefferson— H. P. Dunlap, Waterlown; Kings—Robert Children Charles Coolidge, Clifton Springs; Otsego—George J. Wilber, Onconta; Rensselaer—E. S. Comstack, Brainards; St. Lawrence, Barney Whittey, Lawrencellle; Schemenady—S. R. James, Scheneetady; Schoharie—A. B. Guons, Sharon Springs; Seneca—C. C. Cole, Romnlus; Tioga—11. Austin Clark, Owego; Ulster—Joseph E. Hasbronek, Modern; Washington—John R. Startes Owego; Ulster—Joseph E. Hasbronck, Modena; Washington—John R. Staples, Granville; Wayne—E. B. Norris, Sodus, Westehester—General James Wood, Mt. Kisco, and James K. Apgar, Peckskill, Wyoming—Hou, Frederick C. Stevens, Attica; Yates—James A. Thayer, Penn Yan,

Permanent Officers Elected. On motion of Hon. John I. Pratt, the officers of the Rochester Chamber of Com-merce Anti-Barge Canal Convention acted as temporary officers of the state commit-tee meeting. Mr. Platt also offered a resolution that an executive committee be elected, and that full power he given to such committee to control and expend all campaign funds, which may be contributed, and also have full control and

managment of the anti-barge canal campaign.
After Mr. Platt had accepted an amendment, offered by Robert Spitzer, of Kings, that the permanent officers of the state committee to be elected, be ex-officio mem-bers of the state. committee to be elected, he ex-officia members of the executive committee, Mr. Platt's resolution was unanimously

Sentiment Through the State.

The organization having been completed, President Wood called upon different members of the State Committee for retails of the campaign against the expenditure of from \$101,000,000 to \$303,000,000, to build a shallow waterway which is concededly antiquated and out of date in its very conception, had been carefully arranged, and a working Executive Committee appointed.

It was an earnest, but cool, courageous and determined body of men which met in the upper room of the big Yntes Hotel vertexlet receive the construction of a twelve-foot, 1,000,000 in the construction of

ard and A. M. Wellman reported that an active campaign against the barge canal amendment had been fairly mangurated until election day. Both men, as were in-deed all of the speakers, were desirous that all the facts bearing on the question be ced in the hands of their constituent gainst the barge canal project.

Dunlap, of Watertown.

Situation in Kings. barge canal in Brooklyn. He favored i umber of votes would be east in King against the amendment. He intimated the reply to a question by E. B. Norris, M. ness men of Brooklyn was rather luke-warm, and business people were largely indifferent in the matter. Unless a sytematic canvas was made, and a local car amendment as a matter of form, or neg Livingston Rings True

"We are against the barge canal sche

are given here to-day from Canada, w fered barge canal plate from Buffalo fre ple. They have also offered to send speak ers to the county without expense. How-ever, all that is necessary is to give the local newspapers these facts against the canal and the people will vote right."

Professor Root's Address.

Prof. Oren Root, of Oneida, brother of Secretary of War Elihu Root, gave an interesting address, speaking at considerable longth. He said that he had been inter-ested in the question of transportation for a long time, and had studied it carefully. Years ago, be said, the buttle between rad ways and waterways had been fought on and the railways won. It was railroad and not lake or river or canal, that had where the battle was fought even in the in-

fancy of railways. "The anti-side has all the arguments," said Professor Root. "We are trying to aid the people of the state of New York to throw off this burden of the canals and rid themselves of this 'Old man of the

According to the report of Mr. Wilber, of Otsego, a majority of the people of that county are against the barge canal amend-

In Grasp of Canal Hydra.

All Want Personal Canvass. Mr. Hashrouck, of Ulster, Mr. Coolidge, of Ontario, Mr. Hyde, of Cortland, Mr. Coons, of Schoharie, Mr. Staples, of Washington, Mr. Thayer, of Yates, Mr. Cole, of Seneca, and others reported sentiment strongly opposed to the barge canal scheme

Mr. Comstock, of Rousselace, said: "There ly, owing to the fact that we have one of ourse, this is a fallacy, as the work will g

larger along the flux, where merchants members of labor unions have been roll t

Hou. Frederick C. Stevens, of Wyoming. said that his home county and Wyoming and Jenesee counties, are largely agricultural. nd against the barge canal. A resolution he believed that fully 95 per cent of the voter

Mr. Ives's Ringing Speech.

was the substance of the report by Mr. | sentiment in Monroe was largely in favor of the federal government building a deep Robert Spitzer, of Kings, spoke at some that the state should construct a barge canal.

Word for the Newspapers. President Wood thanked the members f their attendance, and called for a special work. It was given with a will, General Wood complimented the newspapers of Rochester on the valuable work they are doing in opposition to the barge canal, speaking that obtained in visits to Canada reported to Wednesday's issue of the Democrat an Chronicle, and the accompanying editorials.

Secretary Ives had four large packages of cuse. They were greatly appreciated by the members of the state committee, and wer their constituents. It was a matter of un versal regret that Mr. Ives found it imposs ble to give the time necessary for the sec taryship of the state committee. He will

meeting of the executive committee was held after which it was announced that a form

THE POST EXPRESS

ARE AGAINST CANAL aug. 24-1903. LIVINGSTON COUNTY REPUSI ADOPT STRONG RESOLUTION .

No Possible Roturns Can Justily S101,000,000 Expenditure in such

Rickless Venture " - Robinson

Nominated For Assembly.

Geneseo, Aug. 24 .- Livingston county's spublican nominating convention was held at the court house in this village Saturday afternoon. John F. Connoc . chairman of the central committee, calleft do the meeting to order shortly after wes the meeting to order shortly after clock, and George Marvin, of Spring rater, was elected chairman; A. O. Bun sell, editor of the Dansville "kesvertiser," and Edgar Merry, editor of the Dalton

The following delegates were present: Avon, Frank E. Hovey, William Whit-

Enterprise," secretaries: George Coe

f Conesus, and Fred Willet, of Portage,

Verne Palmer; Tork, Charles A.

ore, Myde Marvin, of Springwater,

"Resolved, That the citizens of Liventury, direct taxation restored by recessity twice or thrice the sum named

carr' Avon, J. B. Henderson; Caledonia. North Dansville, Frank J. McNeil; Nun-ka, William Y. Robinson; Ossban, Isaac 3, Kump; Portage, Fred M. Wilner;

ng John F. Conner chairman and Wil-

POPULAR OPINION ON CANAL ENLARGEMENT

Canal State 19/24/03

With a Few Side Remarks on Ship Subsidies as Compared With the Support of New York's Waterway.

Poughkeepsie Eagle. The drift of public opinion evidently is setting in against the thousand ton barge and scheme. We have heretofore referred to the Syracuse Post-Standard, which favored the bill when it was before the Legislature, but is active in opposition to it now. The Rochester Democrat and the anti-barge canal convention was nelmajority of people on the subject is un-mistakable. "They are outspoken in thei: in their coinion is needless, extravagnat-and of doubtful completion within the probable lite of any present middle aged citizen." It adds that it would have required, the impossibility of pushole to enter upon so dubious a project. of business sugarity in leading the opposi-tion to the enlargement scheme." It also recognizes the fact that resistance to au-outlay which presents no feasible or prospostive justification is gaining strength as it is examined and discussed on its merits and in all its bearings.

and in all its bearings.

We welcome the help of so powerful an agency as the Rochester Domocrat & Phronicle. We also observe that the library Journal, till recently either favorable or on the fence, is speaking out pleadly against the scheme. Such necession of recruits to the side of the people is greatly encouraging and leads us to believe that although the proposed cularge. is greatly encouraging and leads us to be-lieve that although the proposed callarge-ment undoubtedly started with the pre-udices of a majority of the people in its favor, it is so rapidly losing ground that the chances already favor its defeat, and ere is every reason to hope and to be that the good prospest will grow er before November.

It looks a bit odd to see the newspapers discussing so warmly the question of a subsidy to American ships, when in our we state we have been for years pay-ng a so much greater subsidy to canal neats, and several of those papers which re bitterly opposed to a subsidy to ships

sidy of one call per hundred miles for

With an evident purpose to impuga the motives, assail the independence and be-000 to enlarge the Eric canal, the Oswego Paliadium says:

The Post-Standard must be very unol f its exchanges from the Southern Tier and r counties opposed to the 1,000-ton barge 1 any of the anti-canal literature they daily publishing. Where does this liter-

his wise; The Palladium must have noleed a considerable amount of canal en ergement literature in the newspapers of uffalo, Oswego, and a few other towns loes this literature come from? Who pays for the printing of it? This sort of quation is mean and weak, but it fits he advocates at least as closely as the

Coming back to the queries put by the alladium, we cannot speak for the Postandard, but can say candidly and witht reserve: The Democrat and Chronide has neither published, received nor een any of this anti-canal literature. It s not an anti-canal paper. It believes in mintaining the present canal in the highpossible state of efficiency. It does ot believe in incurring a state debt of sary and therefore wasteful scheme of

The Democrat and Chronicle, at its wn expense and by the services of its estigated the subject, collected facts aring on the proposition, and drawn ited by logic and business sense. It is thought and spoken from a desire to sent the case fairly, and it has not disvered any sound reason for enlarging a uni system which has the capacity for x or eight times the traffic it now caritizenship thinking for itself and arriving it substantially the same conclusion. It as not availed itself of any ready-made iterature" on the subject, although it rue and fair statements of fact as may be

ermane to the argument. east as honest and intelligent as those affuence of "literature" than are the adactical and plain, and, in our opinion he more candidly it is discussed and the the defeat of the big and useless expend-

THINKSIT IS DOOMED.

John I. Piatt on the Barge Canal Proposition.
From Yesterday's Last Edition.

The Hon. John I. Platt, editor of the Poughkeepsle "Eagle," who was tem-porary chalrman of the anti-barge canal state convention held in this city, passed through Rochester this morning on his way to Cohesus lake, where he addressed several thousand Livingston county farmers this afternoon, the occasion being the annual pictic of the Livingston County Pioneers' association. Mr. Platt was at the Chamber of Com-

merce rooms this morning for a short time before starting for Conesus. He expressed himself as much pleased with the outlook for the defeat of the barge canal proposition this fall. Unless all signs fall, he says, the majoritles agains ion that will be piled up the interior counties of the state will more than overbalance the vote in favor of it in New York and Buffalo. Mr. Platt has traveled extensively

hrough the rural counties in the last nonth, addressing gatherings of farmers a opposition to the barge canal, and is therefore well equipped to discuss the distance well equipped to discuss the situation. He says the sentiment in theater New York is not nearly so strong in favor of the barge conal as its proposers would like the general public to believe. There is much stanch and de-spread opposition to it, particularly Senator Merton E. Lewis, of this city, to go to Franklinville to-morrow for purpose of debating the canal ques-

pro-canal spellbinder from Buffalo. Later he will address the Wayne County

gathering of grangers at the Thousand Islands, former Congressman James Wood, of Mt. Kisco, who was the pernament chairman of the anti-barge

Senator Merton E. Lewis is speaking against the proposed \$101,000,000 canal appropriation at the fair at Franklinville have been put in circulation

Says the People Should Practice

Economy In Public

BARGE CANAL DOOMED. Not so Strong as Painted.

Hon. John I. Platt, editor of the Pough keepsic Dagle, who was temporary chairman of the canal convention held in this city recently, passed through Rochester nual picnic of the Livingston County Pic neers' Association, which was held at Conesus lake. Mr. Platt made an address in opposition to the canal at the picuic in

While at the Chamber of Commerce the morning, he spoke of the sentiment throughout the state in regard to the proposed canal. The prospects were, he said that the opposition to the plan, in the port it would get in New York city and Buffalo. The sentiment in favor of the canal even in New York city, he declared,

the question of a barge ennal, with a speaker from Buffalo, at the Franklinville fair to-day. He will also address the Wayne County Soldiers' and Saffors' Asclation on the same subject at their an-

and Islands, declared that the ilding of a barge canal would make it ressary to dredge the Hudson river an-ally, from Albasy to Hudson, and that would result in a barge trust, beenuse

Advocates of the canni had it all their own way at the guthering of tarmers of Oswego and Cayuga counties at Beach Oswego, Monday. Sepater Flon R. Brown

RSDAY, AUGUST 27 IS A FAKE SAYS SENATOR RAINES

REPORT THAT HE FAVORED BARGE CANAL

IN SPEECH AT SYRACUSE

Hon, Henry C. Brewster Says First Appropriation Would be But a Beginning-Hon. Geo. A. Carna. han of the Same Opinion.

In referring to an address by Congress-man Driscoll, at Assembly Park, Syracuse, in opposition to a barge canal, an after-noon paper yesterday said that a

J. RAINES.

ing recalled somewhat sharply that the improved so interly inadequate, that is now estimated that it would take on \$20,000,000 to \$28,000,000 more to

ng pretty general that the work on the

Yesterday afternoon a Democrat and bronicle reporter called upon Hon. Henry Li Brewster, ex-member of Congress and president of the Chamber of Com and the president of the Traders' National Bank. While speaking in a conserva-tive way, Mr. Brewster expressed himself tion. After saying that he was natural with others in lining up the members o it important body against the measure ne also stating that, in every way, his lows on the subject of waterways was a necord with those of Senator Merton E.

ewis, the ex-Congressman said: "I am against the barge canal. I am proced to expending the sum of \$101,-000,000 for enlarging the canal as pro-

te of New York to expend on the can-

rewster. "The first \$101,000,000 will by he the luginaling and no one can tell ow much it will cost. The promoters now that the sum named in the bill will t improvement was projected the prothe work, but they would get another apropriation. I myself heard them say it is \$9,000,000 did not complete the im

"There is another thing in connection with the proposed barge canal," continued Mr. Brewster, "It is proposed to build 1,000-ton barges. They will cost so much that individual beatmen canaot build them and they will be in the hands of large convertions; nerhans a railroad of large corporations; perhaps a railroad corporation. Then there is the Hudson River. It is not in good condition for navigation, and it would be necessary to dredge the channel of the river. Oh, where would it ever end?"

"The proper solution of the question," said Mr. Brewster, in concluding his interview, "is the construction of an adequate deep waterway by the federal gov-

When ex-1 cyer George A. Carnahan was asked for his opinion of a 1.000-ten barge canal, to cost at least \$101.000,000, to be built by the state, he said:

"Because the expenditure

"So far us this country is concerned, I do not believe that the proposed enlargement would benefit us at all. I should suppose that every man in the county of Montroe, regardless of politics, would vote against the present

"Nor go I think that any large benefit will result to New York or Buffalo, Possibly a few elevator men may get a little more business. That is the utnost benefit that could result, and it comes high at \$100,000,000.

"Probably few canals will posses apy

Trobably few canals will posses any large usefulness in the future except skip canals. There is no doubt that to make a ship canal of the Erie would be of some fraportance to this state, and of great importance to large portions of the Wost. The day will surely come when a boat will take a cargo of wheat at Duluth and sail through to Liverpool without breaking bulk.

was defeated, it might be worth while to introduce into Congress a bill to turn the Eric into a ship canal. I may do so my-self. Undoubtedly it would not be

self. Undoubted anal. I may do so myself. Undoubtedly it would not be passed
in the Fifty-eighth Congress, and probably
it would not be reported out of the committee. Still, it is well to start measures
of this sort and get the country familiar
with the idea. Just at present Congress
has the isthmus canal on its hands, which
will surely be constructed either at
Panama or Nicaragua, and will require
large sums of money annually for some

ranama or Nicaragua, and will require large sums of money annually for some years. This would naturally delay the adoption of any other canal project. But, if the Western states that would derive the most benefit from a ship canal through the state of New York could be stirred up to take an interest in the proposition, it would in time be adopted. When several of the Western states get together, they are good workers, and they are any to che

of the Western states get together, they are good workers, and they are apt to obtain what they ask for. This was shown by the passage of the irrigation bill in the Fifty-seventh Congress, through the influence exerted by the portion of the West interested in that measure.

"A bill to make the Erie a ship canal or to use some portion of the wast of the

to use some portion of it as part of the route, could properly be introduced by some member from Minnesota or Dakota,

and urged by that group of Northwestern states. But the people of New York should co-operate and undoubtedly would

"If the barge canal project is defeated

and laid to rest forever, it will be possible then to consider a more rational project.

and while a ship canal would undoubtedly require years for its adoption and still more years for its completion, I think it would come in time."

ALL BUFFALO IS

RSDAY, SEPTEMBER

NOT CANAL CRAZY

SOME OF HER RESIDENTS

HAVE LUCID MOMENTS

WHEN LIGHT TRICKLES IN

Is More Than Anything a Railroad

Town-Senator Stevens, of Atti-

ca, Thinks Proposition for Spill of

retofore, that the people of the windy y at the foot of Lake Erie, were prac-

cally unanimous in favor of ratifying se proposition to begin the construction I a tweive-foot, 1,000-ton barge cannot

and that there would be comparativel few breaks from the ranks of the cam

more than three times that amount he fore "the incident is closed," and that

affalo must carry its share of the stag-ring load of over \$300,000,000. It is

gering load of over \$300,000,000. It is also finally dawning upon Buffalonians that, when the enormous sums required shall have been spent, Buffalo will, if the ty's improvement is ever completed, have a way can albut two feet deeper than the canals and abandoned by Canada two decades ago.

A Candid Buffalonian. "If the canal proposition had been sub-nitted to the people of the state two

"There are two or three reasons for

Dollars Will Not Carry.

"I do not know much about present conditions on the canal, but it would seem to be good policy to use it to its fullest capacity until the time comes for the federal government to build a ship

Denving INDUSTRIES OUT OF TOWN.

eerns with a view to inducing them to settle in this city or become tributary Sometimes flattering offers are made o them, and the direct or indirect benepolicy, so far as it does succeed, are ex-

But what sense is there in trying to induce comparatively small concerns to set-tle here when, through stupidity or malice Jarge manufacturing or other business enterprises now here are driven away from

Company, of this city, desiring to enlarge its plant, had decided to erect one covering seven acres of ground in Brighton, To accomplish this is was necessary for the company to find a means of disposing the drainage from its works, and to that end application was made to the Commor Council Tuesday night for the privilege of draining into the East Side sewer, ar for the right to use the city's water sup ply. The company was willing to pay liberally for these rights. But Alderma William Ward held up the proposed of dinance on the ground that he doesn't be dieve in granting privileges to manufacturing concerns that move into the country to escape city taxation.

gent readers the narrowness and shortsightedness of such an objection. A great manufacturing plant located in Brighton s, to all intents and purposes, so far as rade is concerned, a Rocherter institution It is certainly better for this city that such concerns shall be established in Brighton than that they shall be taken to Buffalo, Syracuse or some other city, Mr Goff, speaking for the Morgan Machine company, says that it is prob plant will now be taken to Buffalo, 't difficult to deal patiently with or to which strikes such a blow as that at

tochester's industrial prosperity.

If it is possible the Chamber of Comierce and other interests concerned in the relfare of the city should take steps which will lead to a reconsideration of the mpany's purpose and so correct the evil which Alderman William Ward's foolish and bigoted objection has threatened to

BOARD TO ACT ON RILEY TRIANGLE AT TO DAY'S MEETING. 27-1903. RULES MAY BE CHANGED

Radical Steps to be Taken by Commissioners Interested in the Purchase of the Triangle for Park Purposes-Last of the Concerts,

This afternoon's meeting of the Park Board promises to be of more than usual interest, as the several matters of importance that have been hanging fire through the summer very likely will be disposed of finally. One of the chief matters to come before the board is the proposed purchase of the Riley triangle a ters to come before the board is the pro-posed purchase of the Riley triangle, a piece of land of about three-quarters of an acre between Main street east, University avenue and North Union street. The park

arenue and North Union street. The park commissioners interested say that the proposed plans will go through and the first step toward securing the land for park purposes will be taken this afternoon.

The Riley triangle has long been an eyesore to the people of the city who pass it every day and especially to the nearby residents. It is surrounded by high bill-beards that are regarded as anything but sightly object. Last spring a petition was circulated and signed by about 500 of the most prominent and representative citizens most prominent and representative citi of the city living on the East Side, asking the Monroe county legislators to have the property turned over to the city for park

The Legislature, consequently, just be-fore adjournment passed a special act per-mitting the city to purchase the property; bonds to be issued not to exceed \$30,000. This act was approved by the local author-lities and signed by the Governor. Immediately thereafter a special com-mittee of the Park Board, with Commis-sioner Newell as chairman, was excepted.

sioner Newell as chairman, was appointed to look after the matter, it being the anderstanding that the property when purchased was to be turned over to them and converted into a city park. Com-missioner Newell has been busy ever since rying to get the Park Com the proposition. This, however, re-lives fourteen votes of the board to pass, ad through the summer meetings he has en unable to get fourteen commission-rs who were favorable to the proposition o attend any meeting,

wanted it, the bonds would be issued.

The property is owned by Hector McLean, who at one time offered it to the
city for \$20,000, providing it was to be
used for park purposes. It is said that
his latest price is \$28,000. The committee,
however, believes that the option can be
reduced.

Commissioner Newell believes that there is enough interest in the board to put the plans through this afternoon. Some of the commissioners who have been opposed to it have changed their minds and are now willing to vote in favor of acquiring the property. It was hinted yesterday that if there are not fourteen commissioners at the meeting, it will be an easy matter to change the rules and by-laws of the board so that the resolution can be put through by a majority if a quorum is present.

so that the resolution can be put through by a majority if a quorum is present.

Reports will be received from the several standing committees and from Superintendent Laney as to the progress of the work being done in the park system. It will also be reported that the concerts to be given Saturday and Sunday by Garramone's Band, will be the last of the senson, as the funds for these concerts are exhausted. It may be that some effort will be made whereby the fund may be increased, so that the concerts may be continued through September.

MAP OF ROCHESTER AT ST. LOUIS FAIR Cost Express. Local Cartographer Submits Proposal to Chamber of Commerce.

RELIEF MAP THAT WOULD ADVERTISE BUSINESS HOUSES OF THE CITY.

Fred Burgy Is a Genius in His Own Way -Mis Father Invested the Relief May-How They Are Made-Pationes and skill Demanded.

Fred Burgy, who lives at 419 Portland avenue and is employed at the . Ward museum in College avenue, has submitted a proposal to the Rochester Chamber of Commerce that he prepare for the St. Louis exposition, a relief map of this city, ten feet square, with a show case margin of three feet wherein could be displayed advertising material of local firms with an arrangement named the "totoscope" to guide interested ones to the identical place or the map where the arvertisers' business mises are located. Rochester, with all its streets, avenues, factories, public buildings, handsome private residences, parks, hills and water courses would appear to the minutest detail. The work which such a map would entail is long, close and arduous. To complete it would take up the best part of a year, certainly not less than eight months. The mayor is understood to favor such a practical way of advertising the city at the coming exhibition at St. Louis, but

the matter is in abeyance.

Mr. Burgy "knows what it is to be forty," but despite his extensive "globe trotting," and a profracted residence on the treacherous Isthmus of Panama, he could not well have looked more "spry" and alert the day he quitted his e mountains of Switzerland, to his fortune in the West," than he did when seen by n reporter for The Post Express, who called upon him to glean some particulars about what might be termed "realism" in map making. He is the son of a schoolmaster at Basel, who sent him first to the Polytechnic school at Zurich and subsequently to Paris to study surveying, draughtsmanship and modeling. While in the French capital he was offered a post on the government vessel. While in the French capital he was offered a post on the government vessel Mareellies which was proceeding to the East carrying a corps of surveyors and engineers. Being young (18), ambitious and adventurous. Burgy accepted at once, and did not return to Switzeraind for another twolvemonths, During the expedition, he visited and worked in many places along the coast line of China and the Philippine islands. His sojourn in Panama took place after his marriage—indeed, ha

ook place after his marriage set out for that place from Rechester twenty-one years ago, sending his wife and family to Europe during his engagement there. Burgy's present residence this city he came from Chicago here dates back some three or four years, and he is employed at the present time by the man who employed him twenty-four

years ago, namely, Professor Word, the His description of how his father and himself came to go into the making of "relief maps" is full of interest.

"You see," said Mr. Burgy, "my father being a schoolmaster in a Swiss town had some difficulty in making his young pupils comprehend the conformation of their mountainous native country, and it occurred to him to construct a rough clay model of Switzerland, to coale,

At the last meeting of the City Park
Committee of the load Committ

mmended themselves, there was plent money to buy them. I set to work to

Mr. Eurgy then displayed samples of Mr. Burgy then displayed samples of his handleraft, one being a relief map of the United States, and the other; one of the Holy Land in the time of Christ, Every mountain over 5,000 feet is carefully sprinkled with snow from that relat to its summit. It would make a delightful companion to Rible weekles point to its summit. It would make a delightful companion to Bible reading, bringing, as it would, the various situation mentioned, vividity before the eyes of both bedy and mind. "Down to Jericho," "over to Bethany," "up to Jerusalem" are all the better understood when the eye can follow the actual course. Jerusalem" are all the better understood when the eye can follow the actual course through the passes and ever the mountain ranges. The Levant and the Dead sea vary in level—the map actually shows this difference. Every mountain and valley is dead true in proportionate dimensions. The basis of the map is conducted the clavatings and degrees. dimensions. The basis of the map is cardboard, the elevations and depres-sions on which are made by the ma-chine; a printed map which will fit over every crevice of this cardboard map is then hild on it by the machine, and, presto! you have the rellef map. It sounds simple, but it is the getting at the so-called "cardboard basis" where all the skill and care is called for—hours must be spent in taking. and the skill and care is called for-nours must be spent in taking measurements, molds and casts. Mr. Burgy works from melds and casts, Mr. Burgy works from geological survey maps. His relief map of the United States took him two and one-half months; but preliminaries over, the output daily could reach twenty maps, whereas years ago the process of making a single one absorbed many months. The prices have come down with the hours, the United States map, 3xi feet could be sold at wholesale for \$14. The map of the Holy land, in a case, 12x6 inches could be with a the case. case, 12x6 inches, could be wholesnied a

difficult to name anything more interest ing and instructive than a "relief map nicely mounted in a glass case. It can eys as much to the mind in five iany years of study and experin which he has every reason to believe is

Cotte IS BAD BUSINESS. linran Canal.

Frederick Cook, former secretary of state freceives cook, former secretary of state for New York, has come out against the proposed \$101,600,000 barge canal, and bases his opposition to it on business grounds. That is, he feels that it would be an inrestment out of all proportion to the ulti-mate good to be received. Mr. Cook's

"I am against it. For the reason that will cost this city a large sum of money, or which it will receive little or no bene-t in return. Then the burden on the fate will be enormous in comparison to be good that will accrue. I am against the barge canal. The good of the comparison to se barge canal. The general government sould build an adequate ship canal, and maintain it for the tenent of commerce generally. Why should we pay all this great sum to transport the produce of the West to the sea? If the general government constructs a ship canal, the state of New York will pay its full share. That is fair, but it is not right to make this

S.T. ang sq. 1903 Commerce of this city, has reached within the stronghold at Buffalo, and a goood deal of serious thought is just now being given to the canal question by the tax-payers of that city. The watchmen on the outer walls, have reported the increase interest that is being aroused throughout the state, and the grave question now under consideration is: "Will not this canal improvement cost Buffalo more than it will be worth?" The promoters of the burge canal scheme, do not deny that the pending appropriation of \$101,000,000 will be swollen the force "the mire times that amount in PERKINS AGAINST A BARGE CANAL

CHARACTERIZES IT AS A SHIP CANAL IS THE THING

Congressman From This District May Introduce Bill if Barge Canal Proposition is Defeated-Thinks a Ship Canal Would Come in Time.

In order to obtain the opinion of Hou, J, Breck Perkins, representative in Congress from this district, regarding the twelvefoot 1,000-ton barge canal scheme, for the initiation of which it is proposed to expend the sum of \$101,000,000, a Democrat and Chronicle reporter called upon him, a his offices in the Rochester Savings Ban

"If the canal proposition had been submitted to the people of the state two months ago it would have carried by a large majority. Now it begins to look very doubtful if it will get rotes enough to ave ser," it. It is a fact which can't be covered up that there is a growing sentiment against it right here in Buffalo."

It was a Buffalo man, in the lobby of the take, for Iroquois, on Tuesday evening last, who made the statement quoted; a statement so definite that one of his hearers ventured to whit building, yesterday afternoon. In response to luquiries, Congressman Perkins said: "Of course 1 am opposed to the proposition to spend \$101,000,000 on a burge canal. A more realth, scheme has been canal. A more foolish scheme has never been submitted to the voters. One hun-dred millions would be spent and prob-ably very much more, and I doubt if there would be any real benefit. It is possible to put money into such unprofitable enter-

at the interest alone, at 4 per cent., will over \$12,000,090; that sinking fund arges and maintenance of the barge and will bring the total charges to \$20. 80,000 a year, in round number, for the oter part of fifty years. Buffalo's share this, they figure, will be pretty large, and is one thing that has set us to think-

Then some are asking what kind of a will we have for our money. They

Buifalo as a Railroad Town.

ally a railroad town has a significant cor ation in an extended article on "The of Buffalo," written for Harper's zine as long ago as July, 1895. In

"In the year of Buffalo's incorporation rod over 9,000 miles of travel ar

cilities are unequaled and her transfer rds at East Buffalo are the largest in eight of coal, salt and petroleum into the reme in the center of her web.

This interesting bit of history was writen, it will be observed, in the year 1885, ch has been materially strengthened are July, 1885.

Talk With Senator Stevens.

Senator Frederick C. Stevens had arcely reached his home at Attica yes rday morning, after an extended East-r trip, when he was called upon by a emocrat and Chronicle reporter." Senator Stevens has had acculiar oppor-

y, although maintaining his customar; greatism of statement. Said be:

"I am satisfied to think the barge canal organisation will be defeated at the polls. It in the will be more votes against it in Greater New York than has been supte state seems to be against it."

In reply to a question as to the cause the feeling, Senator Stevens said:

"The people are just waking to an ap-reciation of what this improvement prop-sition means, in the matter of expendi-ore. It is not denied, and I think it will and then at \$101,000,000. That i "There is one thing," continued Senr Stevens, which is not brought up; tha the damages which will be incident to twelve-foot canal, extending the length the state. It will require a large amoun water, and water rights are to be rec and with. Then there is the inevitable damage which will come from overflow with a canal of that size. These ine smal damages will necessarily be we, and they are not covered in the es-

that what the people really want is a ship canal, to be constructed by the gen-eral government, when it shall become necessary in the interest of commerce.

Herald "15." 8-4-03

cently in Poughkeepsie, Governor Odell made an exceedingly cautious and limited plea for the proposed barge canal indeed, his remarks were so conditioned and qualified by important "ifs" as to amount to little more than the wise assertion that, if the voters of the state ore satisfied that the canal ought to be built, then they should cast their ballots in favor of building it. Advice as safe as it is cautious! "If you are satisfied that commerce will follow, if factories and furnaces will come to give employment to our people, then it is your duty to authorize the expenditure," etc., etc. Verily our shrewd Governor can, at need, alk much and say little. But he should not have wasted these meaningless words. When the voters of the state are

onvinced that such a waterway can be

nestly built and that the service ren-

lered by it will be at all commensurate to the enormous cost, they will authorize The Governor was not wise in one ref-

erence made in his address, since by it he revived in the minds of his hearers facts which the promoters of the barge canal would prefer that they should forget. He said: "The Federal government never hesitates when the expenditure of millions is necessary to secure perfect navigation upon our streams or rivers and harbors." This remark was most unfortunate. It referred undoubtedly to the annual "River and Harbor bill" passed by Congress and notorious throughout the country as the most outrageous and conscienceless aggregation of theft known to any legislative body. It is annually denounced and annually passed because there is much money in it. It may readly be admitted that some small part of this appropriation is put to an honest purpose and is of great benefit to navigation and commerce, But a very large proportion of it is made use of, under the practical direction and control of Individual Congressmen, as a sort of fertilizer for the production of large crops of voters. It is stolen from the people to serve private ambitions and unholy greed.

Is the Governor willing to see the disnonesty and corruption, of which the River and Harbor bill is a most notorious Illustration and object lesson, established by the disappearance of \$9,000,000 only recently voted for enlargement of the Erie Canal sufficient? And does he not know that perhaps the most serious obcanal proposition is the fear, or conviction, that the large sum asked for will not be honestly expended, but, to speak plainly, will go to delight old thieves and to make new ones? The Governor is most respectfully advised to avoid all reference to the national River and Harbor bill in any remarks he may see fit to make upon the canal project. His 'ifs" are both more wise and safer.

Another piece of advice given to the Dutchess County audience in this address will hardly hear close examination. After ommended that the question of payment of the huge amount asked be left for the consideration of those "who have promised to make provision for this expenditure, large as it is, without adding to your burden of local taxation." Strange advice this to give to a body of intelligent men! They are told to vote blindly In favor of a proposition for the expenditure of unknown millions, trusting to the permanency of schemes of taxation which shall burden others but not themselves, which may or may not be honestly intended, and which may be upset by the Legislature of the state in a single day! What man, be he the chief magistrate of New York or any other person. can venture to predict the plans and measures of taxation which will be adopted at Albany at the next or any

future session of the Legislature? Taken altogether, the address of Governor Odell can hardly be termed a suc-

EXPRESSION FROM JAMES E. BOOTH

VETERAN BANKER AGAINST SOME STRONG COMPARISONS

Deposits in All of Rochester Sabings Banks Don't Equal Half the Initial Proposed Appropriation Demanded by New York and Buffale.

and the sentment against the barge canal proposition, voiced officially by the Rochester Chamber of Commerce, is be-coming stronger and more commande as the subject comes to be seen in its true light, is evidenced by the sentiments expressed important body. To the average man of business, the proposal to poor up varies of \$500,000,000 into an autiquated and out-ofdate ditch, and saddle an enormous burden of taxation upon the next two generations,

come fitterly proposterous.

It was pointed out yesterday that the It was pointed out yesterday that the promoters of this gigantic scheme relied upon the ignorance and carelessness of voters, and that their greatest dread is the campular of education to which the Chamber of Commerce of this city has devoted itself. It is no longer pretended that the sum of \$101,000,000, which runs so glibly from the tongues of the advocates of the scheme, will more than fairly ates of the scheme, will more than fairly entes of the selieme, will more than fairly begin the work, and no one can be found who will venture to estimate within ten years the time when the work will be completed. Even the pretense that the outlay is necessary for the benefit of the cities of New York and Buffalo is no longer put forward seriously, as it is now known that there is a large and growing attment against the proposition in both

the terminal cities. The undisputed fact that the press on account of the barge

est deeper than the abandoned barg anals of Canida, will yearly approach losely to the total other expenses of the

When a Democrat and Chronice re-order called upon James E. Booth, presi-ent of the Monroe County Savings Bank, esterday, that gentleman expressed him-elf very emphatically against the proould be satisfactory, the burden of cting the products of the great st should not be placed upon the state

wast should not be paced upon the state of New York alone.
"Of course," said Mr. Booth, "the improvement will not be completed within the irst appropriation of \$101,000,000. No me expects it will. After that is used up there will be a call for another and an-

hought. A very large circle of country round this city is tributary to the sav-ngs banks of Rochester. Yet all of the vings of all of these people, in all of the vings banks of this city, amount to only 0,000,000. I say only \$40,000,000, to e purpose of comparing the amount with enormous sums which will be swal-d up before this twelve-foot barge

on the more wealthy, and the burden

would be when completed to-day. What will it be when completed ten, twenty or thirty years hence? It is needless to say that this city is heavily in hing of value to the people of this city or the state who must foot the bills. If it is necessary to provide a means of transport-ing grain from the West, why not, when es, let the general government

WILL GET TO WORK.

P. Ross Says Canal Campaign in

Monroe County Will Start at Once.

1. P. Ross, who is the Monroe County county on the executive committee of the organization created in Rochster to fight the 1,000-ton barge canal moject, has returned from his vacation Maine and is now prepared, he says, onter vigorously into the campaign. "We are going to push the light vigusly," he said yesterday, "and will be

ARE NO TOLLS ON 35 THE ERIE CANAL

LOGIC OF LEWIS P. ROSS

Former President of Chamber of Commerce Brings Out an Important Point Against the Barge Canal Proposition.

Among the prominent members of the Rochter Chamber of Commerce who are vigor siy opposing the appropriation of \$101, 20,000, to begin the construction of a twelve ot barge canal, is Lewis P. Boss, one of the gues. Mr. Ross looks at the proposition ery emphatic and outspoken to his opposi-

ally means the opposition to it wil

would be when deepened to twelve feet, web as a means of passenger traffic. And rea an improved kind of coach, which would old a few more passengers and get over the

TRYING TO INDUCE TWO LARGE

Secretary Ives Corresponding With Glass Bottle Makers of Ohio and a Pickling

Concern of Iowa. Secretary Ives, of the Chamber of

manered, is corresponding with the nan-cess of a glass bottle manufacturing con-tra move. It is desired that the indus-les of this city be increased by the

d constructing in the East. If secured, the concern will probably give employment to as many, if not more men than to bottling establishment. The managers of the latter concern report uital and the company would be a most salting centers in nearby towns.

great and growing commerce of the country

"Then, again, how long would a twelve-foot sarge canal answer this national purpose? e found atterly landequate for the purpose onte it. We might, I think, profitably take parge cannis, Canada is striving to furnish an adequate pational waterway and fourteen

and utilized to its follest capacity as demand is made upon it. The ufilmate solution, 1 nagine, will be an adequate ship canal, built mes that such a canal is required to trans-

TO RAISE FIGHTING FUND. Anti-Barge Canal Committee Soon To Meet for That Purpose.

A meeting of the anti-barge canal com-mittee will be held in a short time to formulate plans for an active campaign ngainst the 1.000 ton barge canal project. L. P. Ross, Monros county's representa-tive on the committee has received a letter from James Wood of Mt. Kisco, chairman of the committee suggesting that the meeting be held within two weeks. The meeting will be held in Rochester or

New York.
The committee will endeavor to rais expected to employ good speakers treely. - Hirald, Soph 10, 1900

While some of these canals are of com-paratively recent construction, all are "new" as distinguished from the aban-doned ten-foot barge canal, which is every-It should perhaps be explained that the defeat of the project when first mooted was owing to the fact that it was feared where in evidence, from the level of Lake
Erie at Allenburgh, sixteen miles from
Lake Erie at Port Colburne, to the docks
of the great ocean-going steamships at
Montreal. They give passage to vesels
drawing fourteen feet of water in all, and
in some of them vessels drawing eighteen
feet, as in the Lachine and Ferran's

Foint.

Was owing to the fact that it was reased
that it would diminish the toll receipts of
the Welland and St. Lawrence canals.
This objection no longer obtains, as tolls
have been removed from the canals of the
Welland-St. Lawrence systems, and the
Dominion looks to be recouped by the general benefit to Canadian interests by moderal water transportation.

orint.

The sketch which follows will show the profile of the Canadian system of canals, rom Lake Erie to ocean navigation at Montreal, and also the Erie canal from Suffalo to the Hudson and a profile of the Hudson river from Albany to ocean savigation at New York.

Physical Conditions.

Little need be said here of the physical Physical Conditions.

Little need be said here of the physical conditions obtaining on the Welland and St. Lawrence anal systems. It is the settled policy of the Dominion government, not only to preserve the physical condition of the canals, but to radically improve them. The locks are of massive masonry and are mostly operated by electricity. In many cases the embankments are also solid blocks of massive stone. Breaks are unknown. The Dominion government will not stand for suspension of navigation during the season. As has been said, in

all the canals of recent construction, the banks are of solid masonry where deemed necessary. The malicious causing of breaks, such as have occurred in the States, for the purpose of furnishing jobs for consanal through the longth of the state of No. tractors, would not only be impossible, but parties attempting it would find them-selves life prisoners at Kingston. at Buffalo and again at New York, and the to New York.

In grain shipments from Duluth, a are let on terms which insure good profit to contractors; but the work must be done according to specifications. Building a Canadian canal is not a continuous perstance, the distance from Duinth to occur navigation at Montreal, by way of the Wel land and St. Lawrence canal systems is 1,30 miles, while from Dulath to Montreal by way of the future Huron-Ottawa route, the distance will be only 1,000 miles, with a core responding advantage over the New York barge canal route to tidewater. It is the Montreal to the grain producers, the Canadia which will accrue to that part of the Do-

A Pertinent Question.

Lake Erie was a waterway which wo It was right here, as everywhere in Car

"What are you Americans going to do with a twelve-foot 1,000-ton barge ditch through the state of New York, and a twelve-f channel down the Hudson river, against send a lake vessel drawing twenty feet water to ocean navigation, with a run of 428 miles less, and no breaking of cargo from Duluth or Chicago to Liverpool?"

It is needless to say that the canal investigator from the "Land of the free and the home of the brave" begged for time in which to consider the question

A Counter Question.

When the Canadians were given the counter question, "What will the Canadians do if the Americans, in a incid interval, decide to follow your example; throw away the shallow burge canal system and build a twentyfoot ship canal around Niagara Falls, over the Oswego divide, and thence down the canalized Mohawk river to the Hudson and the sen?" the gulck reloinder was:

"We will dig our ship canals two fe deeper than yours. We will bent the Am

ing the twenty-foot ship canal from Georgi bay to Montreal, and increasing the depth of the Welland and St. Lawrence systems to twenty feet, and making a safe route from from \$101,000,000 to \$300,000,000 on a state of New York from Buffalo to Albany,

Interesting Interviews.

none too plentiful, the American interviewer decided upon a few conventional questions rapid requirement of accurate information and sometimes all of them and others, were addressed to intelligent Canadians, from the edge of the Nisgara excarpment, high abokeepers, the officials and lunkeepers

Central Library of Rochester and Monroe County
HESTER DEMOCRAT AND CHRONICLE MONDAY SEPTEMBER
THE STORIGHT OF THE CANADIANS ASTONISHES THE CANADIANS of recent shipments of grain, which, ac

The Winth United States Infantry The Cinth United States Injuntry Officers' Mess request the pleasure of your presence at a reception to Brigadier General Charles F.Roke, U.S. Trmy Retired Communder of the Regiment Colonel James Regan. Linth Infantry Lodge Hall. Hadison Burracks, Jacket Harbon 199 on Thursday evening Softember the third

nineteen hundred and three

PROGRAMME

OF THE CEMETERY SUPERIN

TENDENTS CONVENTION

The headquarters will be at the Powers Hotel

on Main Street, West, and all meetings will be

held at the Chamber of Commerce rooms, linated

a short distance from the hotel

tendents will be held at Roch-

ester, N. Y., September 5th.

Herese reply to

The New York paper argues that grain 3 cents a bushel, whereas the railway rates are 7 cents from Chicago to Buf-

But why is the comparison made between American railway freight rates and Canadian waterway rates? Simply to strengthen a bad argument by a bold fraud. The freight rate by lake and canal from Chicago to New York was and rail rate was 5.78 a bushel, and not 12 cents as the "Journal of Commerce gives it. Were it not for the shifting hrough this state the charges would be

rapid gain for the port of Montreal as against the port of New York. It says: "We presented figures yesterday showgation at the beginning of May to the end of August the shipment of wheat from Montreal was 11,481,209 bushels, against 10,647,147 bushels for the same period last year, while from New York the amount was only 6,033,006 bushels, compared to 9,207,858 last year. Shipments of corn were small last year, only 558,214 bushels from New York during those four months, while this year they were 8,521,388, but from Montreal, which is not favorably situated in relation to the corn region, they rose from only 58,150 bushels to 4,967,616. Taking the grain exports as a whole, the Canadian port shows a gain from 11,881,125 to 18,-040,214 bushels, while that of New York is only from 11,456,723 to 16,341,519, notwithstanding the great increase in corn due to the difference in the crops of last year and the year before. While gious advance, other Atlantic ports and the Gulf ports have been steadily gain-ing upon New York." In nearly every case in which we have examined statistics on this subject published by the "Journal of Commerce" and furnished by the committee in charge of the barge canal project, it has happened that the figures were false or there was some deception in the use of them; but let us accept, for the moment, the statement made above and consider the real signifi-

shipped all the way to that city from Chleago by water, at a freight rate of falo and 5 cents from Buffalo to New York. Therefore, we are urged to build a barge canal to compete with the Cana-

cording to the statistics given, show a

And why is it that the Canadian route is cheaper, if we are to accept figures from so suspicious a source as the barge canal committee? The grain is shipped from the West to Montreal without breaking bulk; and it is carried by steam power. The depth of the Canadian canals is fourteen feet on the mitre sills of the locks; and fair sized vessels can load at a Western port, pass down the Great Lakes, through the Welland canal, along Lake Ontario and down the St. various rapids in that river. But grain ried to Buffalo, unloaded, stored in elevators, loaded from them into canal boats, and taken by mule towage to the

Now if the statistics published by the "Journal of Commerce" be significant. their meaning must be that the Canadian water route is superior to ours; and the bylous conclusion is that we ought to construct a waterway superior to theirs; yet the advocates of the barge canal insist upon constructing a waterway in-forlor to theira! Could there be a more arefaced attempt at deception? To save our trade, we are told, our canals must compete with the Canadian route; and then we are asked to spend \$101,-000,000 in principal, \$54,540,000 in interest and several millions a year for mainte mee, for ever, to construct an American anal twelve feet deep, against a Canadian canal fourteen feet deep;-an Amerfean canal with barges and a towage system against a Canadian canal with am freight carriers;-an American saying terminal charges at New York and Buffalo against a Canadian canal that makes possible a single voyage from the West to the sea. It is difficult to speak with patience of so knavish a pretense. If the rivality of the Candian route is to be feared, and it is necessary to construct a waterway to overcome It then nothing less than a ship canal will

serve the purpose. It will be observed that we have not und standard committed ourselves in this discussion to the interpretation put upon statistics by 3 2 2 the "Journal of Commerce;" as many modifying circumstances exist, which go for to explain the growth of the Canadian river port, and our Gulf and Atlantic ports as normal and natural. But it is time to say a word as to the carriage of products to New York for consumption there and in the Eastern states, rather than for export. New York city and New England and in reality the great markets of the West. Why should the consumers there have to pay tithe and toll on every bushel of grain shipped & 55 5 5 5 through Buffalo, Why should they be at 15 5

A few days ago a Democrat and Chronicle representative stood at the massive twelve-foot, 1,000-ton barge canal through portals of the great Convent of Saint the state of New York by the initial expenditure of \$101,000,000, and the probable

gestive scene. At his feet was a modern, been given to the contemplative Ameri high-grade macadam roadway. Just as commissioner of the Bockerton Ch. high-grade macadam roadway. Just beyond and on the convent property was a little ditch scarcely twenty feet president of that body, and by the newswas a little ditch scarcely twenty leet president of that body, and by the news-wide, and originally three feet deep, with the walls of a ruined lock, which would not have passed a modern, medium-sized floating street car. A few feet further was an ancient, low, stone building, and a

Prescott, is a trifle over seven miles long, with three standard locks forty-five feet wide and 170 feet long.

Ferran's Point canal, one mile long, with one lock twenty feet in depth over the silis. This is the latest bit of canal in the St. Lawrence system to be constructed, and is a convence in all respects to the same lake bottoms. of pilgrims annually make their way, to be leaded of the ills to which flesh is heir; the road was the favorite drive utilized by the dwellers in fashionable Montreal; the little, carefully preserved ditch was the ancient batteaux canal, the first artificial waterway of the New World; the old stone building was the oldest house in Canada and was the first outpost of the Hudson's Bay Company, while its com-panion in age and in reverence, was the famous LaSalle House, the scene of a great Iudian massacre; the artificial powr river was one of the abandoned ten-foot

Close beside it extends the magnificent eighteen-foot Lachine ship canal, down which, as the American took in the view, not only passed the maritime commerce of the great Canadian Northwest, but American vessels bearing unbroken car goes from American ports, to swell the commerce of Montreal. Then there was the mighty St. Lawrence, girding itself for its plunge down over the rocks of the Sault Rapids. The Lachine Rapids, to mingle with the water

The brief glance had taken in the history of Lower Canada, from the fur trad-ing days of John Jacob Astor and earlier, in the little stone block-house, to the great traffic of to-day, which is said to seriously menace the prosperity and commercial su-premacy of Buffalo, as well as the Greater New York and other American ocean

Anne and the shrine to which thousands

fean visitor swelled with pride, as he looked across the distant and dim mountain peaks far into the distant and as dim

Lawrence they desire.

Next comes the recently completed new ty fee. The trend of that opinion does the distant and as dim

Scalanges cannol, the predecessor of which future and realized that his grandchildren might, by the grace of a couple of genera tions of politicians and contractors, see miles to the southward of Rochestor, a twelve-foot 1,000-ton barge canal tediously transporting, after the manner of the an-cient Canadians, broken cargoes of grain from the elevators of Buffalo, to be again broken and shifted to ocean-going vessels

A Mission of Inquiry.

"Visit every canal in the Canadian system, from Port Colburne at the head of the Welland canal on Lake Erie to the docks of the ocean liners at the port of Mon-treal; ascertain the physical condition of the waterways; obtain the speech of the people of Canada regarding the past, present and future of the Canadian canal systems; learn the basis, if there be any, for the claim made on behalf of the port of Montreal that it is destined to dominate the carrying trade of the North Atlantic, and become the outport of the products of the great Northwest; investigate the effect of the improved canal systems of Canada on the Dominion's industry and prosperity, and finally and incidentally, but

ids of that name, nine miles above the city of Montreal. Before the American, as he slanced to the southward to the dim outlines of the distant mountains, was a sug-

the Dominion System of Waterways.

CANALS TO BE DEEPENED

TO TWENTY FEET OVER SILLS

Have Abandoned a System of Barge Canals Only

Two Feet Less in Depth Than the Proposed Eric

Barge Canal-A Twenty Foot Canal to be Con-

structed From Georgian Bay to Montreal-In-

creasing Importance of Port of Montreal Owing to

the Canal Policy of the Dominion Government-In-

terviews Showing Consensus of Canadian Opinion

People Over the Border Point Out the Fact That They

smaller but quite as ancient stone building, both under the watchful care of the convent. Then came a deep, rapidly flowing artificial channel, and beyond, not a stone's throw away, was an eighteen-foot arti-

rapidly flowing river, and beyond, with background of mountain peaks, was a stretch of fertile landscape. To the loft, only a little way, was the long bridge of the Canadian Pacific Railway spanning the river, and still further to the left was the plant of a teeming iron industry.

The Canadian Canals.

The Canadian Canals.

The Canadian Canals.

The Canadian Canals at Fort Colburne, on Lake Erie:

The Welland canal, twenty-six and two-thirds miles long, locks into Lake Ontario at Port Dalhousies. It has twenty-six locks, fourteen fect over the miter sills and 270 feet long, with the stretches between the locks having a depth of fifteen feet.

The Canadian Canals.

Canadian canal is not a continuous performance calling for appropriation, and a means of enriching generations of politicians and contractors, work on the American side of the border is very striking to an American investigator.

The Canadian Canals.

The Canadian canal is not a continuous performance calling for appropriation, and a means of enriching generations of politicians and contractors, work on the American side of the border is very striking to an American investigator.

Past of Canadian Canals

From the Canadian canal is not a continuous performance calling for appropriation, and a means of enriching appropriation. The contrast, in this respect, work on the American side of the border is very striking to an American investigation appropriation after appropriation, and a means of enriching appropriation. The contrast, in this resp lea of a canal system to the eastward of

and is an approach, in all respects, to the ideal canal which is the alm of all classes of Canadian people. Arrangements are now making to light this stretch and the neighboring short cannots by electricity.

The drop in the Ferran's Point canal is but four feet, hence the old ten-foot canal it.

is not here utilized as elsewhere for power purposes.

Rapids du Plat canal is one of the second the Eric canal in depth and capacit Rapids du Plat canal is one of the series of three formerly designated as the Williamsburgh series. It is four miles long, with two locks passing vessels drawing fourteen feet, with a drop to the eastward of about eleven feet. Like all of the other locks in the system, these locks are forty-five feet wide and with a minimum length of 270 feet.

The Cornwall canal is around the Longue Sautt Rapids. This canal is eleven miles

The Cornwall canal is around the Longue Sault Rapids. This canal is eleven miles one, and has six standard locks, with a minimum depth of fourteen feet. The total frop in the cornwall canal is about forty-eight feet. This full is utilized, by means of the abandoned ten-foot burge canal, to furnish power to the now immense industries at Cornwall. It also furnishes power at Milroche, where it is claimed form minimum depth of twenty feet over that enough energy can be utilized to premacy of Buffalo, as well as the Greater New York and other American ocean ports.

Then it was that the bosom of the American policy of helping themselves to the print of the American policy of helping themselves to all of the water was from the sound public opinion on this question right of the water was from the

Great Lakes to ocean navigation to twen

Should be Taken Seriously. It is perhaps well to take this ques is are of solid masonry. It has in of the uniform size and depth, liantly lighted with electricity, as the Cornwall and Lachine canals, the Welland canal and the St. Lawrence canal systems, to a minimum depth in the locks of twenty feet, and the canalizing that the Canalizing of the French and Ottawa rivers, in the

Supervision of Contractors.

Contracts for new work and for repairs

is also the Cornwall and Lachine canals, The Soulauges canal leaves the river at Cottons, and drope a propeller going eastward admething like eighty-two feet in a trible over cieven miles. It carries the waterway around Cottons Rapids, Cedar Rapids and Cascade Rapids.

The last canal in the series is the famous Lachine. It is claimed to have a depth over the lock silks of eighteen feet. There are five locks, 270 feet long and the Lachine canal at Montreal, the inn

depth over the lock silks of eighteen feet. There are five locks, 270 feet long and fourteen feet wide. It has a drop to occan navigation at Montreal, of between forty-four and forty-five feet.

These are the present artificial waterways in the Canadian system between the level of Lake Erle at Port Colburne, and occan navigation at Montreal, a tota fraction over sixty-eight miles; Labert of the faith of every loyal Canadian, in politics, business, agriculture, shipping, is this short, twenty-foot route from the Great No. 3. Northwest, through fake Huron, the French river, Lake Nipping, and the Ottawa river, to Montreal, where occan navigation is reached.



without aid from the federal government, shall construct a twelve-foot 1,000-ton barge can be cannown from Buffalo to Albany, which will be but two feet deeper than the abandoned barge cannals of Csanda; two feet more shallow than the minimum depth of Canada's waterways from Lake Erfe to Montreal, at an initial expenditure of \$101,000,000, and a probable expenditure of \$101,000,000, and a probable expenditure of three times that amount. How does it strike you as a business proposition, when it is further stated that its ayowed purpose is to maintain the first statement of the water of the shipping, hears out fully the statement of the Montreal business men, that the tendency is in the dream. Why?" was the streetyped inquiry, so often on the lips of the inquisitive visitor. "Because these canals are not big enough, lower in the statement of the Montreal business men, that the tendency is in the dream. The Canals and Water Power. It requires but a trip through the peningent of the Welland canal, and a four character of the shipping, hears out fully the statement of the Montreal business men, that the tendency is in the dream. The Canals and Water Power. It requires but a trip through the peningent of the statement of the Montreal business men, that the tendency is in the trade of the statement of the Montreal business men, that the tendency is in the trade of the statement of the Montreal business men, that the tendency is in the trade of the statement of the Montreal business men, that the tendency is in the trade of the statement of the Montreal business men, that the tendency is in the twelve miles of the saids.

building a twenty-foot or twenty-two-foot ship canal from Lake Erle to tidewater, which will carry the largest vessels unvigating the Great Lakes without breaking balk, and which vessels cau, if desirable, continue the ocean voyage without breaking cargo at New York. Even If the general government should construct the proposed twelve-foot barge canal through New York state, and relieve the people of that state of the burden, it would not accomplish the desired result."

A Striking Comparison. y the Montreal men that the entire debt of the Dominion, on account of canals, rallways, public buildings and all the Dodistribution betterments and necessities, is only 205,000,000. Said one member of the party: "Do you wish us to understand that the tate of New York may be ultimately called pon to pay \$300,000,000 on account of the upon to pay \$300,000,000 on account of the construction and maintenance of this twelve-foot, 1,000-ton barge cannal through the state, which is primarily intended to carry the which is primarily intended to carry the committenance of the state a more passage way for national commerce; a sum greater than the entre Dominion debt?

The interviewer was being interviewed, and he had endeavored to state the proposition fairly; exactly as it is presented to his people at home. Said the visitor:

It is that this way; We are to vote the foot barge of transporting grain from the will some confront the people of the state at the polls.

What are our folks thinking of over there? By the time this twelve-foot canal, and you will be further behind than you are now. Canada is out for the business of transporting grain from the visitor; and the will get it and the construction for the business of transporting grain from the construction and maintenance of the states, the line that enters pertaining to the canadian canal systems, it is intimately conceine and go to the base. Could they send that enters of the Sandian canal systems, it is intimately conceine and go to the base. Could they send that enters of the Sandian canal systems, it is intimately conceine and go to the base. Could they send that enters of the Sandian canal systems, it is intimately conceine and go to the base. Could they send the view that the interests of the surface of the Sandian canal systems, it is intimately conceine and go to the base. Could hey send they can disperse the could have conceine and go to the base. Could hey send they can disperse and is a vital factor in the barge canal proposition, which will soon confront the people of the state at the polls.

What are our folks thinking of over there? By the time this twelve-foot canals, and you will be further that the polls.

What are our folks thinking of over there? By the time this twelve-foot canals, and you will be further the polls.

tion fairly; exactly as it is presented to his people at home. Said the visitor:

"It is just this way: We are to vote at the coming fail election on the question of expending the sum of \$10,000,000 to deepen and enlarge the Eric canal, from Buffalo to the Hudson river, so as to give twelve foet of water over the lock sitts. Proceedents, such as the attempt to deepen this same canal to nine feet, and the construction of the capitol building at Albardy, warrant ut, we think, in believing that the utilinate cost of the canal improvement, to the depth of twelve feet will be at least three thies the initial appropriation. It may assumed that friends and opponents of the measure agree to this ficancial proposition."

"And in the end, with all this expenditure, be it \$100,000,000 or \$300,000,000, you will have only a twelve-foot barge canal but two feet deeper than the abandance tenfoot barge canals which you have seen all along the border?" inquired the Canadian.

"That is true," was the reluctant admission."

"Archon" and the Canadian, "you are work-

"Then," said the Canadian, "you are work- ernment is doing." ing in the luterests of Canada, for our settled The Greater Montreal. policy 's to improve our ship canais and increase their depth, just in proportion as the crease their depth, just in proportion as the size of vessels on the Upper Lukes increases.

Size of vessels on the Upper Lukes increases.
You must, as I auderstand it, still break carry to must, as I auderstand it, still break carry to must, as I auderstand it, still break carry to make the control of the bard facilities at Moutreal. As has been said, is the dream of the Canadian Jolis, par all the facilities at Moutreal and the control of the bard facilities at Moutreal and the control of the bard facilities at Moutreal and the control of the bard facilities at Moutreal and the control of the bard facilities at Moutreal and the control of the bard facilities at Moutreal and the control of the bard facilities at Moutreal and the control of the bard facilities at Moutreal and the control of the bard facilities at Moutreal and the control of the bard facilities at Moutreal and the control of the bard facilities at Moutreal and the control of the bard facilities at Moutreal and the control of the bard facilities at Moutreal and the control of the bard facilities at Moutreal and the control of the bard facilities at Moutreal and the control of the bard facilities at Moutreal and the control of the bard facilities at Moutreal and the control of the bard facilities at Moutreal and the control of the control of

of Canadians. It may be safely taken as rep-

down at Montreal last night, and they are ten feet, with an enormous volume of water, preparing to cut down the harbor dues still More. American boats are using the Cana- Important feature of the investigation, it

way to the gulf and the sea. You know they change them around once in a while. These causes are the only road by which they can come and go to the takes. Co id they send cover and the control of the takes. Co id they send cover the cove

You must, as I understand it, still break cargo at Hadfalo, and make another transfer to go at Hadfalo, and make another transfer to is the dream of the Canadian rolk, process between bottoms at New York. The Americans are shrowd business men, and sometody will make a pot of money out of that deal, and we will still heat you."

The harbor hoat facelities at Montreal. As has been for the dream of the Canadian rolk, process the dream of the dream of the Canadian rolk, process the dream of the we will still beat you."

Volsed senetimes differently, in accordance with the viewpoint of the speaker, this was with the viewpoint of the speaker, this was the opinion expressed by scores upon scores of Canadians. It may be safely taken as reported to the senetial property of Canadians. It may be safely taken as reported to the senetial property of Canadians. of Canadians. It may be safely taken as representing the opinion of all intelligent Canadians, at least in the province of Quebec.

Evolution of Canadian Canals.

The avidence of the evolution of the Canadian ship canal system can be seen all along the border. In some places, notably at Lachine at the head of the Lachine rapids, portions of the Lachine rapids, portions of the Lachine small boats. Otherwise it is abandoned to water power uses. At Lachine both the old tentrol lock and the new lock are in commission.

mount. How does it strike you as a business proposition, when it is further stated that its avowed purpose is to maintain the supremney of New York as a slipping point as against Montreal and other North Atlantic coast ports?

This topical question was not at all times worded exactly in this way, but the intent was to bring the situation fairly and candidity before the Canadian mind, and elleit similarly candid expressions of views.

Some of the answers to this question would, for the general reader, necessarily be printed with the liberal use of dashes. Some, and, indeed, not a few, reflected on the samily or integrity of the legislators who sent such a proposition to the referendum. Others expressed the opinion that, if given an opportunity, the taxpayers of the state of New York would bury the proposition beyond the hope of resurrection at the polls. Not a single Canadian, either in the Upper or Lower provinces, to whom this question or its substance was given, falled to manifest.

*Why?' was the streetyped inquiry, so often not big inquility, so often on the lips of the inquisitive visitor.

"Because these canals are not big enough, not a time, there is a subtuation fairly and canadia the saw them locking through a big boat which was so long that they had to skew her around in the lock, and close the gates one at a time.

"Unsel to live in the States," continued the publican, "in al navigated the Eric canal to the publican, "in al I navigated the Eric canal to the publican, "in al I navigated the Eric canal to the publican, "in al I navigated the Eric canal to the publican, "in al I navigated the Eric even, your grand children will still be calling it a ditch, You will not get even a little run for your money. I know that old ditch."

A Man From "Over Home."

At Lachine the visitor was so fortunate as time.

"A Man From "Over Home."

At Lachine the visitor was so fortunate as time.

"A Man From "Over Home."

At Lachine the visitor was so fortunate as time.

A Man From "Over Home."

A Lachine the situation t New York would bury the proposition beyond the hope of resurrection at the polis. Not a single Canadian, either in the Upper or Lower provinces, to whom this question or its substance was given, falled to manifest in some way his gratification that no more serious competition to Canadian canal commerce is threatened by the proposed Eric canal improvement.

A Formal Reply.

A group of business men at Montreal, to whom this question with the custom of matters invoived in the custom of matters invoived in the question of mitters invoived in the question of mitters invoived in the question of mitters invoived in the custom of mitters invoived in the question of mitters invoived in the question of matters invoived in the question of mitters invoived in the question of mothing with a twelve-foot barge canal, you must put the grain in the occan vessels at twenty for the mitters invoived in the question of mothing with a twelve-foot barge canal, you must put the grain in the occan vessels at twenty for the mitters invoived in the depth of the formal mitters invoived in the depth of the formal mitters in the policy of the water of the Northwest, so fur as waterways are concerned, is by the federal government building a twenty-foot or twenty-two foot while for the mitters in the policy of the water of the St. Law-rence for power purposes.

The new Yo

the largest vessels on the lakes without breaking cargo."

"But how would these vessels get to tide-possibilities for the future. This great water water?" was asked.

"If you want an all-American canal, you can follow the plan suggested over there, and go over the divide at Oswego. But, my friend, you know that the tolk lave now been taken off all of these Canadian canals. I was taken off all of these Canadlan canals, I was | way wherever the lockage affords a head of

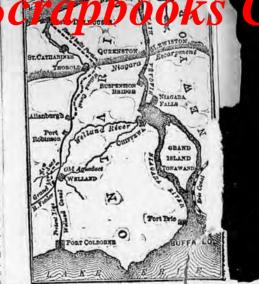
dian canals freely now. I saw several of may be said that the result is apparent in them going down the Lachine canal last the prosperity, on milling and manufacturing week."

Then Mr. Meisenzahl gave his visitor a bad

Then Mr. Meisenzahl gave his visitor a bad

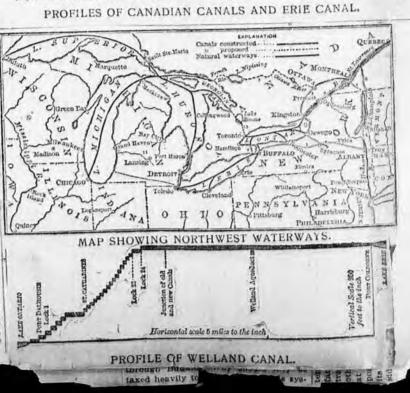
head of the Gallops Rapids to Montreal. So vast, indeed; is this feature that it could quarter of an hour. Said he:

"Last Wednesday afternoon on American revenue cutter locked through Lachine on its ough investigation than the limits of the



MAP OF WELLAND CANAL FREGION.

ST. LAWRENCE SYSTEM CANAL ERIE



An examination of Canada's canal development shows that already tenfoot canals have been abandoned and that canals of 20-foot depths capable of accommodating ocean-going ships have replaced them or will replace them very soon. One of the chief contentions of the advocates of the New York 1,000-ton barge canal is that it is demanded to maintain the supremacy of New York harbor as a shipping point. This purpose contemplates control by the New York canal route of a large share of the water route commerce of the Northwest and of other Great Lakes outlet trade. However, with the building of the proposed Canadian Lake Huron-to-Ottawa ship canal, the Georgian Bay route through the French River, Lake Nipissing and the Ottawa River, lake vessels drawing 20 feet of woter will be sent to the ocean from Duluth or Chicago with a run of 428 miles less than would be necessary if the New York State route was taken, and at a much greater rate of speed than the proposed 1,000-ton barge route would permit, and more important still, without the necessity for breaking bulk which would be necessary twice if the New York route were taken.

It is no wonder that disinterested Canadians have expressed amazement at the apparent blindness and folly shown in the proposition for a 12-foot canal in New York State primarily aimed to carry commerce Canada competes for. Showing the breadth of view taken on the subject of canal development in Canada it is declared by the enterprising Canadian that even if it should be decided to abandon the proposed shallow barge canal project in New York State and a 20-foot ship canal should be substituted, Canada stands ready to dig deeper in order to heat the Americans. While perhaps there is more enthusiasm than sober fact in this declaration, it indicates the importance attached in the Dominion to deep waterway transportation facilities. A former Rochester man, now in business in Canada, is quoted as follows on the New York barge canal proposition:

"You can do nothing with a 12-foot barge canal, or next to nothing, that the Canadians could not do with their old ten-foot canal. You must transfer cargo at Buffalo, and you must put the grain in the ocean vessels at New York. What you want over there is a 20 or 22-foot ship canal. Such a canal should pass the largest vessels on the lakes without breaking cargo.

"If you want an all-American canal, you can go over the divide at Oswego. But you know that the tolls have now been taken off all of these Canadian canals. I was down at Montreal last night, and they are preparing to cut down the harbor dues still more. American boats are using the Canadian canals.

American boats are using the Canadian canals freely now.

"Last Wednesday afternoon an American ravenue cutter locked through Lachine on its way to the gulf and the sea. These canals are the only road by which they can come and go to the lakes. Could they send that cutter, or any other vessel drawing over 12 feet of water, through your 12-foot barge canal?

"What are our folks thinking of over there? By the time this "What are our folks thinking of over there? By the time this 12-foot canal is finished these Canadian people will have 20-foot canals, and you will be further behind than you are now. Canada is out for the business of transporting grain from the Northwest, and she will get it and keep it, if you don't keep up with her canals. While the Americans are building the 12-foot dich, navigation will be so much interrupted that the water traffle will nearly all be coming this way. You must not forget, either, what Canada is doing in the way of rail transportation. The Dominion government is building a hig railway assists. ion government is building a big railroad system, as well as canal

"My firm has just completed for the government a big lock at ray arm has just completed for the government a big lock at Peterboro. It is not a large canal, but the lock is a corker. It takes a boat, water and all, and lifts it 55 feet in one lift. It has double gates. One set lies flat until the boat is in the lock. Then they are raised, inclosing the boat and water. The lock proper is closed, and up goes the boat and water 55 feet to the upper level. It works hydraulically, and we have been four years building it. That is what the Dominion government is doing."

It is readily apparent that the Canadian government has cut out a very swift pace in the matter of canal development and that the matter of competition with it in this respect is one that calls the attention of the United States government. It is not Just that upon New York state should be imposed the burden of supplying adequate competition in the supply af transportation facilities for national commerce, and there is no reason to believe that the Federal government will not interest itself in an enlarged artificial waterway through New York state. There is a demand for a ship canal to be built under the auspices of the United States government. It would be a stupendous mistake for New York state to go ahead in a small way and sink millions in a use-less venture. ANTI-BARGE CANAL.

Resolutions Adopted by the Executive Committee at New York.

A special disputch from a staff correspondof the Democrat and Chronicle from New York last evening says that a meeting of the Executive Committee of the Anti-Barge Canal State Committee was held at the Hetel Manhattan at 10 o'clock in the foreneon. incetting was executive in its nature, but at the close it was stated that the following Rochester, was adopted:

"Resolved, That the Executive Computition of the State Committee, in epposition to the barge canal system, states that the sole of ject of its organization is the defeat of the proposition for a 1,000-ton burge canal.

"We are not opposed to a ship canal con-structed by the antional government, nor d-we wish the abandonment of the presencanals. They should be maintained in a condition of efficiency for such business as the are capable of doing. To use and maint the canals which we have is very differen from expending unknown millions for scheme that cannot prove successful,

"We uppeal to the taxpayers of the state whether affected by a direct or indirect sys tem of taxation, to the state from the burden that it is proposed of the state from the burden that it is proposed of the state of the

S. Q. MINGLE.

S. Q. Mingle, head of the Rochester | b & Lake Ontario Water Company, died this morning after an extended illness at his home, No. 315 West Elghty-sixth str street, New York city, aged 58 years,

Sampson Q. Mingle was born in Pennsylvania and lived in that state most of his life. He was engaged in business in Lewiston, Pa., for a number of years and later in Williamsport. In 1883 he, with nearly every business man in Williamsport, was ruined by a great flood. He struggled with liabilities and adversities sufficient to crush most men until 1897, when he went to New York city with \$75 in his pocket and \$100,000 worth of debts behind him, all of which he was later able to discharge in full. He purchased Yonkers park on ten years time for \$177,000 and in two years improved the land so that he was able to dispose the land so that he was able to dispose of it at a handsome profit. His remarkable management drew the attention of such progressive men as Chauncey M. Depew and others identified with the New York Central road who were anxious to develop Depew, near Buffalo, where great railroad shops and other large indusployed to take charge of the work and on looking over the ground saw at once that the prime necessity of the place were a new building, he would not structure arise, but would insist upon having in the new plant every modern improvement and constitutions. that the prime necessity of the place was a water supply and he at once formed a company and constructed an immense let it remain, but if a new one is needed, company and constructed an immense a water supply and he at once formed a company and constructed an immense water plant, which now supplies all of Depew and other places nearby. In view of his ability he was then placed at the head of the Rochester & Lake Onwho employed him at Depew. The obstacles that the Rodenbeck administration sought to place in his way in the matter of the building of this company's plant are known to all in Rochester. The company has won every point that it has contended to contended for so far and final decision is expected from the Court of Appeals

Mr. Mingle was a genial though dignifled gentleman, who during his few short stays in Rochester won many friends. Had it not been for his illness, which was of some months duration, he would have been here a great deal of the time since last winter looking after the interests of his company. He has been well represented here, however, by George K. M. Clark of Buffalo, who will continue to represent the company here.

THE SEAT OF ACTIVITY

Anti-Barge Canal Forces to be Centered There.

HARD WORK MUST BE DONE AMONG THE GREAT CORPORATIONS.

Up-State Rural Vote Sale Agains the Project, But New York In Yet Open to Conviction-The Plans of the Autie.

The meeting of the anti-barge canni xecutive committee in New York city vesterday was productive of one importat move, which took the form of the following resolution offered by Commitseeman Wood at the suggestion of Comltteeman L. P. Ross, of this city; Resolved, That the executive

The effect of this resolution will be to ommittee. The statement has been nade that the anti-bargeites demand the total abolition of the state canal sys-tom. This has been exactly what the up-state ands have been endeavoring to get out of the people's heads, for they want no such thing. As Mr.Ross said this morning, if a business man was going to erect a new building, he would not

den must be Grenter New York. This to committee admitted. Buffalo dd to be the birthplace of the schen it New York will be responsible for thent in case it should be carried ough. The point the up-state memis of the committee make, and which c. Ross and the Rachester Chamber of SEPTEMBER 16. the increased with this end in view, every effort will be made to impress upon the New York taxpayers, and especially upon the great corporations, the just as it does for Buffalo and have carefully hidden in the buckground the enormous increase in the taxes, coupled with the probability, even more than the

Another meeting of the commutee was be held in the near future. In the mean-time the war will be waged hotly es-pecially in the neighborhood of Greater

"It is only by ignoring that, that it is made to appear cheap. It costs three dollars for every one dollar that the boatmen carn, and

if that is counted in it is fully twice as ex

pensive as railway transportation," said he. His remarks followed a line somewhat similar to that taken in his address at the con-

vention in this city, and closed with an ex

horiation to all voters to fellow their con-victions and to make sure to vote one way

f other when election comes.

The audience was scated on the grand

stand, in front of which the speakers stood, and the attention paid and the apparent impressions made were much better than usual

Date: Martha are a terral martine.

ers for New York.

The fight against the \$101,000,000 barge

ready been done but as soon as plans

now under consideration by the leaders

n the movement against the canal pro-

ect started by the Chamber of Com-

merce are fully developed the campaign

will be put in full swing. While the

stant communication with the Greater

New York end of the fight, it will as-

sume full control of the local contest, and will conduct the opposition cam-paign as it deems best. The sentiment in this city is mani-

festly strongly opposed to the barge canal proposition. But very few people here can see anything but waste and

scheme is allowed to go through. The same feeling exists through the rural counties, and it is the aim of the com-

heat. The main strength of the pro-bragites lies in the two termini of the

proposed deepened waterway, Buffalo and New York city. The main cam-paign of the pros is being waged from the former city, and the greatest efforts will be made from there, for obvious

asons. Rochester is becoming the

en demonstrated by Rochester mer

the conditions, and relies upon a strong showing at the polls. It also recognizes the necessity of impressing upon the minds of the rural voters the necessity

of registering their protest by the bal-

ot and not letting an "off year" deter them from getting out and voting. As has been said, the main force to be

city and Buffalo, and to meeet this the full strength of the rural opposition must be called into play. It is the be-lief of the local antis that great atten-

tion should be paid to conditions in Greater New York. They point out that there the danger lies, and that the only

way to meet it is to set the Gothamites

to thinking. That any business man who faces to proposition from a busi-ness view point and decides that he wants the barge canal to be built the

ommittee does not believe, and it relies upon a plain statement of the facts in the case to set him straight. The pro-

The Rochester leaders, however look

to the down-state part of the commit-tee to attend to this, and will devote their time and attention to keeping the

pot boiling in this part of the cou

bargites have been throwing sand in the eyes of the New Yorkers, and the

ercome will show itself in New York

nal will soon become active in this

for the construction of an antique canal system such as Canada has tried and is

ter of conducting an effective barge canal campaign in Buffalo was given special attention. It was pointed out that nothing could be expected from the ress of that benighted city, which is olidly and rabidly pro-canal. There-ore the "campaign of education" must be carried on along other lines. Secretary es has already begun the work of pour-

men of affairs who are heavy taxpavers It is possible that a number of Buffalo billboards will be rented and used to dis-

are beginning to make an impression in Gotham is becoming more apparent every day. Among the New Yorkers deeply versed in the theories of naviga-tion, who are out against it, are Edward P. North, well known to the engineering profession, and Charles A. Schieren, who was chairman of the New York commerce commission which reported in 1990 that "no matter what improvements may be made to the Eric canal, so long as shippers are compelled to have their cargoes transferred at Buffalo, the boats must be entirely at the mercy of the

Engineer North points out how other anal improvements have exceeded the stimate of cost. The original Eric canal canal, 180 per cent.; the Chenango canal 42 per cent., and the Black River canal 2 per cent. These canals in this state reraged 57 per cent. In excess of the en-neers' figures. Mr. North predicts that he barge canalway will cost at least \$160,000,000. It will take twenty years to complete it. Before this the small chan-nel will be moribund and will not pay even those who hope to be its tollgate

cicinity that they are making a mistake in opposing the \$101,000,000 canal. The captain is possessed of a superb vocal organism, and as he is loaded to the nuzzle with facts, figures and statistics tain Clark has arranged to take a small party of Rochesterians over the route of the proposed canal from Fairport to South Greece to-morrow. The party will leaves Rochester on the New York Central train at 7.55 a. m. Rigs will be in engineer of the canal; City Engineer Fisher, George W. Rafter, Charles W.

ROCHESTER CHAMBER OF COMMERCE.

President, THOMAS B. DUNN, First Vice President, JOHN CRAIG POWERS, Second Vice President, GEORGE H. PERKINS.

Third Vice President, GEORGE F. ROTH. Treasurer, BENJAMIN E. CHASE.

ROCHESTER, N.Y., Sept. 19, 1903.

IT WILL DOUBLE YOUR TAXES.

Taxes come out of your NET PROFITS.

The Barge Canal scheme costing untold millions, if carried through, must be paid for almost entirely by taxing Corporations. The State Government more and more each year is inclined to load the taxes on to Corporations.

The Chamber of Commerce started first in a public way to defeat the Barge Canal Bill. It desires to keep up the fight. To do it and to print and mail the necessary matter takes money. It is doing YOUR WORK. Will you not help furnish the necessary funds at this important juncture?

All money received will be judiciously expended under the management of the Executive Committee of the Chamber.

Please reply at your earliest convenience as the time is short, making your check payable to the Rochester Chamber of Commerce.

Yours very truly,

Thomas B. Dunn, President.

Lewis P. Ross, State Executive Committee.

000. Governor Odell, a business man, con

versant with all matters of state, having information not intended for publication, says \$250,000,000. Does any one know what it will cost? Architects and build-

ers planned and considered and made pages of figures and said the state capi-tal would cost \$4,000,000. How much has

it cost? The state engineer's office (the

source of the present estimate) surveyed and calculated and estimated \$0,000,000 for the latest improvement of the Eric canal. Try to find out how much that

canal venture would cost. Then the en-gineers estimate only the cost of con-struction. There are other items that

the taxpayers must meet. The right of

vay. How much will that cost? Second,

mate assuredly within \$50,000,000 the cost, all told, of this proposed canal." The people of Binghamton and Broome county are rallying strongly against the

barge canal. At a largely attended mass

o have charge of the campaign in that

The canal proposition will be threshed

out, pro and con, at the Wayne county fair in Lyons this week. There will be a joint debate on the question between the Hon. John I. Platt, of Poughkeepsie,

and Assemblyman Hill, of Eric county,

John M. Ives, Secretary.

Flour City National Bank,

32 State St ..

Rochester, N. Y.

Mesors Dum no Ross have Each contributed \$100- good

ENEMY'S COUNTRY TO BE INVADED

Campaign Against Barge Canal in Gotham and Buffalo.

LOCAL CHAMBER OF COMMERCE TO Secretary Ives anya the Rural Districts
Are Now Thoroughly Areased and

That Work Must Be Carried Into the Cities - Victory Assured.

The local Chamber of Commerce, it was announced this morning, has assumed active charge of the anti-barge canal campaign outside of Greater New York and the Hudson river counties. and now proposes to carry the war into the enemy's country. In this connection Secretary John M. Ives said this morn-

"The chamber is actively engaged in raising all the money it can possibly get at for the cause and proposes to expend it in a campaign of education. I think pro-canalers on the run. The farmers are with us almost to a man and are nthusiastically engaged in earnest, acion at the polls. A house to house canass is being made in the rural distr

to turn our attention to the cities and large towns. We are going to carry the war into the enemy's country. Litera-ture and speakers will be sent to places thre and speakers will be sent to places like Oswego and Buffalo, where it is known that there is a strong pro-canal sentiment. For this purpose we are now engaged in getting out a series of pamphlets which contain, in an abbreviated form, all the arguments that have been inustered against the barge canal. These pamphlets are issued under the suspices of the Rechester Cher. der the auspices of the Rochester Chamher of Commerce and will be distributed necording to a plan outlined by the executive committee of the chamber. There will be a meeting of the trustees of the chamber and of the executive committee next Thursday, at which this motion will be discussed. L. P. matter will be discussed. L. P. Ross, of the executive committee of the state anti-barge canal committee, will be pres-ent to assist in the deliberations, "The Rochester Chamber of Com-merce was the first organization to take up this matter of opposition to the barge

canal and proposes to work unceasingly to the end for its defeat. It also pro-

poses to have the credit for the victory which will unquestionably be achieved. "We know that there are thousands of thinking taxpayers in the cities of New York and Buffalo who have only to see this matter properly presented to them to be made to comprehend the folly of expending over \$100,000,000 for a twelve count against the proposition next No

in Hamilton college, a brother of Sec-retary of War Root, who figured prominently in the state anti-barge canal con-vention, held in this city, is out with an interesting statement regarding the estimates of cost of the proposed barge

The Dominant Question In the Canal Controversy the taxpayers of the State of New York should consider a chance only of gain before the consideration of a certainty of a burden of taxation. The

uncertainty of prospect that the proposed barge canal will be of the benefit to the state that its advocates maintain is plainly apparent to unbiased and disinterested investigators. Friends of canal transportation facilities in large numbers are opposed to the improvement plan that will be presented to the voter this fall simply because they see it in a half-way step that involves an enormous outlay without commensurate returns. They have no objection to even a fabulous outlay upon canal improvement provided it give reasonable promise of fulfilling the demands of progress and development.

Too much stress cannot be laid upon the element of uncertainty of cost in the proposed 1,000-ton barge canal. The stock estimate of \$101,000,000 is declared a reasonable expense that will not be a burden to the taxpayers in this important undertaking, even though it involves some chance as to benefits to be derived from the work. However, the opponents of the undertaking insist that in the light of similar public works undertakings by the state, the cost in the end may be staggering, and that the chance taken does not warrant the venture. No reasoning person will gainsay the certainty of advantage to the industry of not only New York State but the country in a ship canal, and it is urged that, owing to the admittedly great cost of such a waterway and its national character, the aid of the Federal Government should be enlisted.

As to the uncertainty of cost of the proposed new canal the many divergent opinions of engineers have been often cited. It is pointed out that the first estimate was \$50,000,000. Then the engineers figured awhile and it was \$80,000,000. Then they put into the bill \$101,000,000. Governor Odell, a business man, conversant with all matters of state, having information not intended for publication, says \$250,000,000. Attention is called to the estimate and supposedly careful calculation of cost of improving the present canal. The figure was placed at \$8,000,000, and the evidence is that it would baffle calculation to determine what the venture if pursued to a conclusion would cost. The estimate of \$4,000,000 for the building of the State Capitol is also

Then it is called to mind that the engineers' estimate of the cost of a barge canal embraces only the cost of construction, that it does not include figures on such matters as acquiring rights of way and building feeders. It is stated that there are plans for reservoirs in nearly every valley of the state that must be had to fill a barge canal.

The element of time is an important consideration in treating of the adequacy of a barge canal in affording effective competition against the railroads. It is pointed out that the New York Central Railroad is putting freight trains on passenger train schedules, and constantly improving and increasing equipment, so that it is reasonable to believe that railroad development by the time the barge canal was completed would be such as to blast its, at best, limited usefulness. The minimum time claimed for barge canal transportation between Buffalo and New York is five and one-half

What is demanded at this day in canal improvement in New York state is a CANAL OF UNLIMITED USEFULNESS AND POSSIBILITIES, and that will be the verdict of the people of the state at the polls in November. It is the duty of every voter to record himself at that time. Don't forget the constitutional amendment issue!

ARE BECOMING

This City the Central Point for Op-

to the project becomes more marked.

It is probable that one of the immediate results of the important meeting of the Execu-

methods of work will be determined upon. ment in favor of the proposed barge canal is by no means unanimous in Greater New York. Thinking men there, as well as at Burnio, have begun to coular the cost, and they are appalled at the exermous sums in-

INQUISITIVE NOW

SPIRIT DEVELOPING AS TO

BARGE CANAL DEAL.

ALU EYES ON ROCHESTER

that the canal will necessarily go to the scrap heap, involving enormous loss.

They also realize that the loss of opportunity for transportation during the period of construction and the expenditure of hundreds of millions of dollars will have been in vain, as the professed object of all this sacrifice will not be accomplished. The gate
well still be useless as a competitor

This City the Central Point for Opposition Movements — Organization of Committee of One Hundred is Reing Talked Of.

security will not be accomplianced to a competitor way will still be useless as a competitor of the deeper Canadian canals, and the money expended will have been wasted.

At the Prattsburgh fair yesterday afternoon, Hon. John 1. Piatt, of Poughkeepsle, and the until have canal Executive

dred is Being Talked Of.

Lowis P. Ross, member for Monroe county of the Executive Committee of the Auti-Barge Canal Committee of the Auti-Barge Canal Committee of the state, returned from New York yesterday, where he had been in attendance at a meeting of the Executive Committee.

noon, Hon, John I. Platt, or Foughteepers, noon, Hon, John I. Platt, or Foughteepers, and the Executive Committee, and Willis H. Tennant, of May-ville, discussed the canal question.

Mr. Platt began by seconding what his opponent had said about the importance of the major that the state of the benefit the state; the public must know how much the benefit will be and as the appro-priation is the largest ever asked for, so the benefit must be of equal magnitude, asid Mr.

"Let us start, then, by inquiring just what be used in building an entirely new came system, having no relation to the old, and to most of its length following interest route

type of artificial waterway. They realize that the canal will be out of con-mission from

Executive Committee.

In the course of an informal interview yesterday, Mr. Ross said that a spirit of inguiry regarding the merits of the barge canal proposition is developing in all parts of the state, which is very encouraging to the opponents of the measure. There is everywhere a call for facts, and as the people here come educated in the matter the opposition.

many of the counties of the state. It is not unlikely that the initiative in this work will be taken in Monroe county, where the present movement in opposition to the expenditure of \$101,000,000 for causi enlargement had its origin, in the convention called by the Rochester Chamber of Commerce.

It has been suggested that a committee of 100 men, prominent in the affairs of the city and county, be appointed. It is proposed that this committee be non-partisan, and that work be carried on against the barge canal proposition systematically, in every ward, town and election district in the counwn and election district in the coun- shal not be abandoned or sold; it does not ty. It is not unlikely that a county conven-tion will be called at an early date, when methods of work will be determined upon. present canals and all property conducted with them shall be sold, and the proceeds, to the amount of \$10,000,000, shall be added to the \$101,000,000, and the total sum shall

nothing about the probability that the esti-mates will be found inadequate. I want to give the advocates of the bil the benefit of every doubt, and so I am assuming that Barge Campaign. these engineers whose reputation for skill and accuracy is so great that they never have guessed right as to the cost of any canal work before in their lives, have suc-ROCHESTER'S INVASION OF THE BEceeded in doing so this time. So now you can compare cost and value. Will the new canal be worth \$100 to overy family in the state? Will its benefits by a dollar a year to NIGHTED WINDY CITY. every person, old and young, baby and grand-father in the state? If you think so, vote for it, but if not vote no?."

Mr. Platt went on to speak of the great Efferts Made to Convert the Big Taxpayers in Pro-Canal Conters-Board cost of canal transportation to the taxpayer

> The trustees of the Chamber of Cor merce held a meeting this afternoon which plans for continuing the campaign against the barge canal were discussed. The chamber has taken general charge of the canvass at this end of the state and just now is bending every effort toward convincing the heavy taxpayers in pro-capal centers like Buffalo and Oswego that it would be a foolish thing for them to allow the canal

thout to abandon.

At the meeting this afternoon, the mat-

play anti-barge canal doctrines.

That the anti-barge canal arguments

headquarters of the movement against the canal, for the reason that the first organized opposition developed here, and further because the most activity has

PROFILE OF WELLAND CANAL.

Canadian does not feel concerned over the proposed enlargement of the Erie canal. Indeed, now that the exact nature of the at its lack of value.

Indeed, now that the exact nature of the proposed improvement in that waterway, by deepening it to twelve feet, has dawned upon the Canadian mind, there has come a feeling akin to restruiness. An all-American ship canal, which would admittof the large Great Lake vessels reaching tidewater with out breaking bulk, would be regarded with great apprehension. However, the increase in the depth of the Ericanal to twelve feet seems to the Canadians trivial, in view of their own tenfoot barge canals, abandoned twenty (20) years ago, and is not regarded as a menace to Canadian interests. They reason, as do many Americans, that, if the costly improvement shall be decided upon and similar intervences.

improvement shall be decided upon and actually undertaken, it will practically take the Eric canal out of commission during the fifteen or twenty years of construc-

So strong is this sentiment becoming that it is held to be good policy for the Dominion not only to foster more rail facilities, as now proposed, but to make haste in the matter of further deepening the canals of the Welland and St. Lawrence systems as well as greatly inversaing facilities the intention of the Automatical Company of the Melland and St. Lawrence systems as well as greatly inversaing facilities.

Will Protect Canadian Commerce.

ems, as well as greatly increasing facili-

and throw the Great Lakes traffic to required to complete the

The route, roughly speaking, is from Lake Huron and Georgian bay through the chain of lakes which make up the French river to the summit level at Lake Nipissing, emerging from Lake Nipissing either at North emerging from Lake Nipissing either at North hay for East bay, and constructing a channel to Trout lake, a distance of either four or dight miles, according to the survey deleds upon. The rise from Lake Huron on Georgian bay at the mouth of the French river to the summit level at Lake Nipissing is about eighty feet, which may be reduced by regulation to the neighborhood of sixty five feet. From Trout lake the route is through Turtle lake, Talon lake and the Mattawa with the Ottawa, where the altitude is practicity. with the Ottawa, where the sitlitude is prac-fically 485 feet above the level of the sea. If necessary, billboards will be rente

The total distance from Lake Huron to | will be applied to other centers of popula Montreal is 420 miles, which is practically equal to the distance from Port Colburne on Lake Erle to Montreal. The descent from the summit level at Lake Nipissing to Montreal is 642 feet, which it is proposed to reduce by regulating works to 621 feet of the distance from Lake Hyron to Montreal it is not unfiled by the subsequentity. stance from Lake Buron to Montreal, this- tion will be called by the sub-committee ty-eight miles is canni proper and the remainder navigation in the cannilized French river, Lakes Nipissing, Trout, Turtle and convention, as well as the campaign convention, as well as the campaign convention. Talon and the Mattewa and Ottawa rivers. mittee, will be announced in a few days

twenty feet of water over the sills.

here will be thirty-five locks between the tion in its true light. sil. The actual luproved stretches between the Huron and Montreal are estimated at bout 129 miles, although this figure is liketo be increased somewhat if river reguworks are included. Instead of exvaling the Ottawa the required depth of annel will be obtained by raising the level the water by regulation. These regulation will be also relied upon to control

The region about French river, Lake Nipissing and the upper stretches of the Mattewa and Ottawa a wild and picturesque in the extreme. The -tylen furnishes enormous quantities of Canadian sprice for pulp wood, and lumbering is now the principal indusas it probably will be for some years to

lved in this great project in the form worthy of separate and exhaustive treatment,

and is scarcely germane to this report.

Respectfully,
JOHN DENNIS.
Rochester, N. Y., Sept. 23, 1903.

ROCHESTER AS A STORM CENTER IN FIGHT AGAINST PROPOS. MEETING HELD YESTERDAY

Chamber of Commerce Will Wage Battle Throughout the State-Will Scatter Arguments and Information Until Election Day.

tive Committee of the Chamber of Commerce yesterday afternoon decided to take charge of the campaign against the twelve-foot, 1,000-ton barge camal scheme, with initial appropriation of \$101,000,000, uters of population. and conduct a vig campaign in the centers of population in central and Westenters of population in central and West-ern New York, until the polls close on election day. The active opposition to the barge canal proposition, which is now assuming formidable proportions, was be-gun by this same Rochester Chamber of Commerce. It has now been determined that the campaign of education which is that the campaign of education which its be widened in its scope, and backed by the

sinews of legitimate were the taxpayers of the state. tees and members of the Executive Committee. President Thomas B. Dunn presided, and when he called for exp me little time was devoted to the disassion of the ways and means for carryhad been made for the necessary expen Il coming from members of the Chambe

f Commerce and Rochester in tive Committee of the Chamber, ostion of inna for the necessary ex-sets of the campaign was placed in hands of President Thomas B. Duma-ner President Lewis P. Ross and Sec-ry John M. Ives. These gentlemes act for the Executive Committee in

The proposition involved in securing twenty-foot na 'kration between Georgian bay on Lake Hursu and occan navigation at Montreal is now a smillitons. It is proposed to give a chained 180 feet wide with a bottom width of 170 feet and twenty feet deep. This would, it is claimed, enable the passage of will be equipped from the taxpayers of the state during the time that the cannal will be equipped from the taxpayers of the state during the time that the cannal will be equipped from the taxpayers of the state during the time that the cannal will be equipped from the taxpayers of the state during the time that the cannal will be equipped from the taxpayers of the state during the time that the cannal will be equipped from the taxpayers of the state during the time that the cannal will be equipped from the taxpayers of the state during the time that the cannal will be equipped from the taxpayers of the state during the time that the cannal will be equipped from the taxpayers of the state during the time that the cannal will be equipped from the taxpayers of the state during the time that the cannal will be equipped from the taxpayers of the state during the time that the polls on election day to respect their duty in the matter of opposing the first appropriation in the cannal condition.

voter of the county as to the merits of the barge canal issue. This, it was au-nounced, would be sent out in the form of per articles and other anti-barge canal literature, at the direction of the com-

The action of the trustees and Execu

From the junction of the Mattawa with the Ottawa the route follows the latter river to St. Anne's above Lachine, and the Lachine canal to Mentreal.

If necessary, billionards will be remed for posters, and it is declared that the true facts regarding the scheme shall be placed in the hands of every voter in Buffalo. The same or similar methods The estimated cost is \$80,000,000.

From Lake Huron to the summit level at assistants are busy disseminating literature which places the burge canal proposi-

> AFTER BUFFALO Herald 9/25/03 City To Be Attacked by Anti-Barge Canal Men.

BILL BOARDS AND LITERATURE

Trustees of Chamber of Commerce Decide To Direct Their Efforts Princ.pally to the Centers of Population in the Western Part of the State-

A meeting of the trustees and the executive committee of the Chamber of Commerce was held yesterday afternoon at 4 o'clock in the Chamber of Commerce

or carrying on the fight against the canal. One of the matters discussed yes-terday afternoon, was the way the fight should be waged in Buffalo, where all of the newspapers are in favor of the en-larged canal. It was determined to rent bill boards wherever available and to get at the voters by means of posters. A large amount of literature containing succinct arguments against the canal will be sent into the city.

It was decided to devote most atten-tion to the centers of population in the

to look after each ward and election dis-trict. So far as possible a personal canvass of the voters will be made am everybody will be urged to vote against the canal. It was decided to have workers at the polls, so that no stone will be left unturned to insure victory for the anti-canal forces.

ing yesterday was the distribution of newspapers containing considerable space devoted to arguments against the canal. It was also suggested that a county committee be appointed to have charge of the campaign in this county,

and this will probably be done.

The trustees yesterday afternoon voted to leave the spending of the campaign fund in the hands of President Dunn, Secretary Ives and Lewis P. Ross. Secretary Ives whated yesterday that

the Rochester Chamber of Commerce was the only Chamber of Commerce is the state that had declared itself distrocted as opposed to the barge canal. The question had been discussed pro and con in due to the Chamber of Commerce here that the first convention was held, and if the movement succeeds it will be primar-ily due to the energetic work of the

P. Hammil, manager of the Remingto

In the discussion as to the advisability of the art upper Ottawa dent of the first of the first of the discussion as to the advisability of the art upper Ottawa dent of the first of the weather conditions per fagners of this state are the pears of any increased by the first of ed route of the canal from

ill be A. J. Rockwell, division

WOULD GET NO TRADE

waiting in Fairport. In the party

SMALL DEALERS WOULD BE IG-NORED BY CANAL CONTRACTORS.

Their Kopss of increased Business, I the 1,000-Ton Burgs Caust Imprave-

Retail grovery and meat deale o small towns are also very much staken if they think the canal scheme and aid them. The contractors will be foreigners and feed them in a losale way. They are not gold a long price to small country d but will buy where they can

Denn - Ton. igorgus Campaign Against Barge Cana Seld. Promised. 1903.

mmerce, with several assistants, is send

aking up the personnel of the committees. r. Moss stated yesterday that he hoped to m people from the latest folly, us its op nents regard it, will be commenced

Rochester Chamber of Commerce be cause of its opposition to the propose thousand-ton barge canal scheme. A curernor Odell in mild defense of the canal mprovements. The Times must be in a fine frenzy indeed when its champion ship of the canal improvement persuades it to the laudation of "pearls of wisdom" om the lips of Governor Odell, Hither o that paper has not been unrestraine n its admiration of the Governor, Pollics makes strange bedfellows, truly, but pectacle of Governor Odell in the fond mbrace of approval bestowed by th editor of the New York Times,

Madreton Neverl

CANAL ESTIMATES DISCUSSED.

Editor Post Express:

As suggested therein, the only foundation

for the barge canal data as sur the thorough data and surveys of the Dewho spent seven years' work and \$500.0 therein. Colonel Symons for his original re-port had but \$5,000; his recommendation of the 1,500-ton barge way on such slight data was outside his detail anyhow, and he esti-mated it at \$50,000,000. On General Greene's committee—the busy men meeting a few times-he and they, who had no appropr ation, estimated a 1,000-ton barge way at \$58,000,000, though a lesser project. I per-sonally telegraphed Leader Allds, the last day of the session, to let the \$200,000 survey bill out, that the barge way might stand on its merits. And this demonstrated with the use of deep waterway surveys, that the 1,000-ton barge way would cost \$82,-000,000 and the past winter it was found to be \$101,000,000. The 1,000-ton barge way as rojected will have 257 miles of trapezolda and seventy-two locks. The deep waterway will have only 102 miles of canal in all and but thirty-six locks in all by the Niagara-Oswego-Mohawk route. The canal sections are only twelve miles around Niag-ara, thirteen miles between Oswego and Oneida lake, and forty-six miles between be 5.497 square feet cross-section, slx times the vessel section, and will allow speed therein of 7.56 miles an hour as found. The only canal comparable in cross section is known vessels on the lakes has been ob-served as greater. The rest of the distance is canalized rivers of greater cross-section and open waters wherein the "laker" will make the twelve and one-half an hour found reconomically best on the lakes. The barge way has a cross section of but 1,128 square feet, but four times the cross section of the 1,000 ton barge, and the speed in it is only

laimed to be three miles an bour.
The lake vessels can pass through the short acctions of canal and canalized rivers in the deep waterway as readily as they go through the St. Mary's, St. Clair, and the made channels of the Detroit river. It will take vessels just thirty-seven minutes to pass through each lock. The Margara ship canal, therefore, or twelve miles and constraints. locks will pass the 9,000-ton vessel from Lake Albuny look like the investment in a postage It can go onywhere in Ontario, or to Oswe The work of the Chamber of Commerce is the campaign will not, however, be confined entirely to disseminating wholesome and in structive literature. Lewis P. Russ, upon whom the duty of appointing committees in the county of the large entirely district in the county too load. The barrse canal to Rochester, ton load. The burge canal to Roc

The deep waterway from Oswego to Oneida is twenty-seven miles, about thirteen cans and six locks, or the same to Onondaga lake, It will cost \$25,000,000 to both lakes. The 3,000-ton vessel having got to Osweg: in twenty-five hours will go through such deep waterway to these central New York lakes in less than eight hours, being about two hours in the thirteen miles or canal at seven and one-half miles an hour, less than one and one-half hours in the fourteen miles of canalized river at ap-proximately twelve and one-half miles an hour, and less than four hours in passing through the six locks at thirty-seven

Post Ett Aut 29, 190

Secretary Ives says the prosec

READY FOR THE FRAY.

orous campaign of education against the \$101,000,000 barge canal scheme. It will not be the fault of the secretary if voters come o the polls on election day ignorant of the remendous issue involved in the proposition to havolve the state in a continuous performance of appropriations, which would make the incident of the "new" capitol at the nine locks at thirty-seven minutes each,

o able to announce the committees within a ay or two when systematic effort to save

Rochester Chamber of Commerce

Dear Sir:

The Rochester Chamber of Commerce was the first public body to take up the fight against the nefarious Barge Canal scheme.

The Convention called by the Chamber started the opposition in splendid shape, and the Chamber earnestly desires to keep up the fight against this measure which threatens to entail a vast increase to your taxes.

In order to do this work, to prepare and mail literature, requires funds to work with. Will you not assist us to carry on this good work?

As the time is short, a prompt reply is greatly

All money received will be judiciously expended under the advice of the Executive Committee of the Chamber. Checks should be made payable to the Rochester Chamber of Commerce. Any sum will be acceptable.

> Yours very truly, THOMAS B. DUNN, LEWIS P. ROSS, JOHN M. IVES,

Rochester, N. Y., Sept. 21st. 1903.

OCHESTER DEMOCRAT AND CHRONICLE, THURSDAY.

LAKE NIPISSING TO MONTREAL

SEPTEMBER 24, 1903.

Great Canal Route Canadians Are Holding in Reserve.

SENTIMENT IN THE DOMINION

Interesting Facts Obtained by a Commissioner of the Rochester Chamber of Commerce Showing Changes of Sentiment in Canada Regarding American Competition For Trade of Great Lakes in View of Proposed Abandonment of American Ship Canal in Favor of Shallow Erie Barge Canal.

and the French river region, the dead and the French river region, the dead waters of the Ottawa river, and various Just at present the public mind of the commercial and political centers. The Dominion is occupied by the proposition object was to ascertain further facts reobject was to ascertain further lacts regarding the canal policy of the Dominion and sound public sentiment regarding the proposed deepening of the Erie canal, at an initial cost of \$101,000,000. The cominitial cost of \$101,000,000. The cominitial cost of \$101,000,000. The cominitial cost of \$101,000,000 are regarded to extend the Grand Trunk Railway system to the grand Trunk Railway system to the grand Trunk Railway system to extend the Grand Trunk Railway system to extend the Grand Trunk Railway system to the grand Trunk Railway system to extend the Grand Trunk Railway system to the canadian Northwest, and also by the proposition to construct another trans-

visit to Dominion points was to ascertain, on the spot, the possibilities and probabilities of the proposed ship navigation from Georgian Bay, on Lake Huron, by way of the French river, Lake Nipissing and the Mattewa and Ottawa rivers to ocean minion, no man can presently mayigation at Montreal.

"It will perhaps be as well to first

missioner's report follows in full:

"Hon. Thomas B. Dunn, President Rochester Chamber of Commerce:

"Sir—In accordance with your instructions of the commerce a the writer, within the past few s, has visited Torouto, North Bay, Lake Nipising. Ottawa and other and more the importance of the great

apparent. What the ultimate result of this discussion regarding all rail routes, and also what the effect of possible gov-

adians regarding the proposed Erie im Late last week officials of the Rochester Chamber of Commerce dispatched a commissioner to the Dominion of Cannada, with instructions to visit Lake Nipissing and the Franch river region the dead

on Lake Nipising. Ottawa and other points in the Dominion of Canada, for the purpose of studying more fully conditions in the mater of water transportation, and learn more fully the sentiment of well-informed people regarding the proposed enlargement of the Eric canal to a depth of twelve feet.

"Another specific object of my latest will be Dominion points was to ascertain, this discussion regarding all rail routes, this discussion regarding all rail routes.

of the Welland and St. Lawrence systems, as well as greatly increasing facilities for rail transportation.

The view is becoming general among publicists across the border that the approval of the first appropriation of \$101.000,000 for the deepening of the Erie canal to twelve feet, by a vote of the people of the state of New York, and the actual beginning of the work will be the signal for the turning of that waterway, as well as the treasury of the state, ever to political grafters and plundering contractors for the next generation. You'r commissioner was obliged to admit in all candor that this opinion is shared by many people south of the boundary line.

To Beat the Americans.

As stated in a former report to your honorable body, the settled policy of the Canadians is keep ahead of the American canals. The Welland and St. Lawrence canals flow have a minimum depth of fourteen feet in the locks, and it is held, on its face, apparently not without reason, that the proposed enlargement of the Erie canal, by deepening it to twelve feet in the locks, will be in no sense dangerous competition; and here again they call the attention of the American visitor to their abandoned ten-foot barge canals.

The effect which entering upon the work when it is considered that it is by said statements as this by 3.7. Porpore that the sentiment of the people of the Dominion in favor of the great Montreal, Ottawa & Georgian Bay enual year review after many years of imiliference, it will be readily seen why their appresensions of the "American equal nexit" ware anieted, when ned ten-foot barge canals. The effect which entering upon the work of deepening the Eric canal to twelve feet would have on the future of the Montreal,

of deepening the Eric canal to twelve feet would have on the future of the Montreal, Ottawa and Georgian bay navigation is a question upon which Canadians interviewed by the writer do not entirely agree. On the one hand, it is argued that the expenditure of the enormous sums which will be ultimately required for the salargement of the Eric canal to a depth of twelve feet, while it will doubtless bankrupt or at least greatly cripple the state of New York financially, will still be futile, so far as real competition with Canadian canals is concerned. Therefore, it is contended, the Dominion can afford to hold the great Lake Huron-Montreal slip canal proposition in abeyance until the Americans show a disposition to do something in the direction of a genuine

the Americans show a disposition to do something in the direction of a genuine strongly inclined to the opinion the

Fear an American Ship Canel.

On the other hand, there are not a few who think the burden imposed by the attempt to enlarge the Eric canal to a depth of twelve feet will undoubtedly be too great for the stato of New York to bear, and that the United States government will come to the relief of the state and solve the problem by constructing an inlend ship canal, twenty feet deep, practically on the line of the present Eric canal. Those who hold to the latter theory contend that not only should the present St. Lawrence and Welland canal systems be festered, but cularged to twenty feet in depth, in accordance with the avowed policy, and that no time should be lost in entering upon the work of canalizing the French river, Lake Nipissing, and the Mattewan and Ottawa rivers. Hence it is that the term "transition" seems fairly applicable to the present situation in the matter of transportation in the Dominion.

The Dominion Marking Time.

Plainly, however, there is a disposition

Strongly inclined to the opinion that it is the twelve-foot barge canal project as a factor in the comparative insignificance of the twelve-foot barge canal project as a factor in the comparative insignificance of the twelve-foot barge canal project as a factor in the comparative insignificance of the twelve-foot barge canal project as a factor in the comparative insignificance of the twelve-foot barge canal project as a factor in the comparition with the Canadian subsidies and appropriations to preserve the integrity of their present canal systems, with increased depth in the Welland and St. Lawrence systems and which is building the houghts of the people to arrive in the canalism to the present canal systems, which is turbing the thoughts of the people to a railway subsidies and appropriations to preserve the integrity of their present canal systems, with increased depth in the Welland and St. Lawrence systems and which is building the maters and watersways, which is turbing the thoughts of the people to a railway subsidies and appropriati

twelvefoot improvement has been very by Canadians since that time, vanishes in-marked marked since my visit to Mou-treal, and the canal route from that port iton now before the voters of the state of Lake Eric at Port Colburne, something New York is clearly and randid over a fortnight ago. Perhaps this change home to them. And this should be noted, I of sentiment is not difficult to fathom. Until the real nature of the twelve-foot sum which Governor Odell admits the peo-Eric proposition was fully understood, the improvement contemplated in that water-way constituted a bugbear to many Candidans. They seemed, three weeks ago, it the leave an erroneous idea of the American it the leaver sum of \$80.0 0.000 required for the layer an erroneous idea of the American nains. They seemed, three weeks ago, it has lesser ann of section to have an erroneous idea of the American the Montreal, Ottawa and the ultimate intention to make the Eria a ship canal, which would come in direct competition with the Canadian waterways; but even then they denounced the twolve-foot proposition as a scheme for political of Montreal from the Montreal foot navigation.

True to the settled policy of beating the Americans in the matter of canals, competition with Canadaa watchers was then a considerable continuant in there was then a considerable sentiment in favor of beginning work on the Montreal. Ottawa and Georgian Bay ship canal, and deepening the present Welland and present or in the immediate St. Lawrence to a minimum depth of canalizing the French river, Lak twenty feet in the locks. It is difficult mow, however, to find an intelligent Candrawing eighteen and one-built fe I as New York, to lake seriously the which would necessarily be position to colorge the Eric canal to a in case it was in the future th of twelve feet. Naturally, people in the direction of a ship of ding in the neighbor.

Plainty, however, there is a disposition to mark time in the mater of great outlay for canals, until the American canal situation chall have clarified itself. The change of sentiment regarding the Eric canal the Ottawa House in 1888, and largely anared

The Georgian Bay (mail Whatever may or may no

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for Rochester to have New For Carly the fall back in commercial important for they able to point out in what paying other cities along the fine on the canal, and the farmers to whom there exists. of sols, per ton; by the Loo-ton barge way are 5,000-ton vessel has been presented by the control of the solo of the control o and the farmers to whom those cities furnish a market, will be benefited by a decision of the voters which would put the transportation business entirely into the hands of the railroads?

It seems to us that Mr. IVES, though he bears the title of Secretary of the Rochester Chamber of Commerce, judged by unactured will swelly prefer trans-shipment at his own place by needer trans-shipment at his own place will also content to the cost and land values there are quite as chean as at Button of the cost of New York, and if and in New York in the line and in the neighborhood of New York and if land in New York and if land in New York and the cost of New York, and if the sare that methods will be devised, when it is not not say you have the same that the same that the same that the same in several lateral these load and unload in the upper lakers. Which are nothing that these load and unload in the upper lakers, which are nothing that these load and unload in the upper lakers, which are nothing that these load and unload in the upper lakers, which are nothing that these load and unload in the upper lakers, which are nothing that these load and unload in the upper lakers, which are nothing that these load and the way from Buffalo to New York, 500 miles, which was the lateral to be provided that the same lateral that the same lateral that the same lateral than that the same lateral than the his activities and their objects, ought to

ADDRESSES Against the Proposed Barge Canal

By Prominent Citizens

Rochester Chamber of Commerce

The first meeting of the Corporation since the Summer vacation will take place in Assembly

Monday, Oct. 5, 1903, at 8 p. m.,

on which occasion short addresses will be made in opposition to the proposed Barge Canal by

> HON. MERTON E. LEWIS, HON. HENRY C. BREWSTER, LEWIS P. ROSS, State Executive Committee, PRESIDENT THOMAS B. DUNN,

and other members of the Chamber.

THE "ROCHESTER IDEA."

We have received a marked copy of a

Rochester newspaper containing four

articles against the 1,000-ton barge canal

improvement. One of these articles is de-

voted to an exposition of the "Rochester

idea." The substance of this "idea" is

that "a non-partisan committee of 100

citizens prominent in city and county af-

fairs be selected in each county in the

State to engineer an aggressive and sys-

tematized campaign" against the barge

canal. By means of a rubber stamp

there has been imprinted upon the copy

of the newspaper containing these arti-

cles this legend: "From JOHN M. IVES,

We learn from other sources that Mr.

Ives will soon call a meeting or conven-

tion' to meet in Rochester to take meas-

ures for a more vigorous prosecution of

the war against canal improvement. The

question whether Mr. John M. Ives is

an authorized and faithful representative

in the efforts he is making to defeat the canal improvement project is one of no

little interest. Gov. ODELL told the farm-

ers at the Seneca County Fair the other

day that this State was a vast communi-

ty of interests; that the prosperity of one

part of the State must benefit other

parts of it; that no city or county was

independent of other cities and counties.

Each one of the 370,000 farmers in the

State, the Governor said, is interested in

the growth of the City of New York,

"because it is the principal market for

their \$245,270,000 worth of products; be-

cause their \$55,474,155 worth of dairy

products would be much less valuable if

poorly paid workmen were their cus-

tomers." The commercial growth of the

port of New York has been checked by

a hostile railroad policy. An injury to

this city is an injury to every city in

the State, as Gov. ODELL pointed out. It is likewise an injury to the rural popu-

lation. It is impossible that this great

city should be hampered and hindered in

its progress without bringing loss to the

Mr. HENRY B. HEBERT, Chairman of

the Canal Association of Greater New

York, said the other day: "The only

source of opposition to the enlargement

of the canal is the railroad interests."

When the canals are abandoned, as they

surely will be abandoned if this improve-

ment is not authorized by the people, the

railroads of the State will be free to fix

freight charges without reference to or fear of competition. The Eric Canal is a

check upon them-their only competitor.

Do the members of the Chamber of Com-

merce of Rochester believe that higher

freight charges fixed at non-competitive figures will benefit that city? Do they believe that it is going to be a good thing ase up the matter of the attitude of Can-

of the Rochester Chamber of Commerce

Secretary Chamber of Commerce, Roch-

ester, New York."

OCHESTER

The question of the Barge Canal is one of vital interest to every taxpayer in New York State and it is hoped you will be present.

Enclosed find cards of admission, which please hand to friends not members of the Chamber.

It is desired that the hall be filled.

After the discussion luncheon will be served

JOHN M. IVES,

Rochester, N. Y., Oct. 2, 1903.

If You don't want your Taxes NO Increased for 50 Years, Vote

In the year 1901 the canals of the State of New York earned in all

If the Barge Canal is constructed as

thinks it will benefit the State of New York, or any section thereof, or any city, or town therein, or any citizen thereof, save only the beneficiaries of this most stupendous "graft" ever suggested, let him vote for the Barge Canal. If not, and if he has regard for

his own interests, let him vote

on the canal policy of the Do

\$974,874.70.

In order to enable them to earn this sum the State paid out of its treasury \$3,308,741.79.

provided by the pending bill, and if every estimate as to its cost, its traffic and its saving, made by its advocates \$3,676,228.39 per year.

And for this, allowing the cost of maintenance to be the same as in 1901, the State will have to pay \$10,-652,415.79.

If there is any intelligent man who

Secretary Ives Finds Anti-Barge ORLEANS AND MIAGARA COUNTIES Political Situation is Origins May De

Secretary John M. Ives, of the Roches-Following are the canal clearances at the part of Rochester for the month of Peiduy and Pounday in Medina, Albion

Cleared west-Wood, 80 cords; merchandise, 2,744,600 lbs.; stone, 4,400,600 lbs.; hard

90 fie: cust—Wheat, 24,390 bushels; do— 15, 7,570,000 fies; merchandles, 1,-suc, 12,400,000; hard coul, 450,230 cuil, 20,455,695 fl.s. cu-Wood, 50 cordst sugar, 1,081,160 shatelise, 3,285,391 fies; stone, 11,-; hard coul, 4,551,200 fbe; sundries,

14.20 hushels; Larley, 20,000; morchandlse, 2,90,000 lbs.; stone, 4,000,000 lbs.; hard coal, 450,240 lbs.; soft coal, 471,000 lbs.

AN ANSWER TO JUSTICE LAMBERT

WHO MINIMIZES THE JUDG. MENT OF FARMERS

ON BARGE CANAL MATTERS

Ex-President Lamberton of the Chamber of Commerce Replies to Surprising Remarks of Jurist. Ridicule the Argument.

The "long sult" of the promoters of the twelve-foot, 1,000 ton large, \$101,000,000 canal improvement has been from the very beginning the casting of containely upon the the state. It has formed a motive for the witty or otherwise paragraphists of the Buf-talo newspapers, and has been the piece de resistance of their labored editorials in beboomers have lost no opportunity of declaring that the big scheme would be pushed through regardless of the rabits of any interest or any taxpayer outside of the cities of Buffalo and taxpayer outside of the eithes of Bullato and New York. Men who, so far as commercial standing is concerned, could not purchase a chip from the mule gaugway of a 100-ton barge, have written flippantly of the ignor-

It has remained, however, for an enterprising correspondent of the Buffalo Courier to enlist the services of no less distinguished a jurist than Justice John S. Lambert, of conclusion that it would be a bad thing for them to have the canni torn up." There is a queer political situation de-veloping in Orleans county as a result of Fredonia, a not remote subart of Baffalo, in the campaign of derogation of the farmers or New York state. The Courier correspondent in a dispatch from Belmont, Alleghany coun-ty, makes justice Lambert. ty, makes Justice Lambert say, among other It is true that I have not informed my-

telligent fermers from the jury box in cases of great gravity. He is familiar, or should of great gravity. He is familiar, or should common sense and rood

though Orienns is normally strongly reterested in the project; know the men who have made the engineering calculations and estimates, and I am prepared to accept their of Niamera and Orleans countles incline to treat the matter impartially. Mos judgments upon a great aconomic que After this candid admission, Judge Lambert pays his respects to the farmers, in this equally candid and singular fashion:

"There is nothing to be gained to the state by a waste of energy and resources, no matter what may be the result as to individuals, and when the great compacedal interests of this state mate in demanding a 1,000-ton barge canal, I am bound to believe that they have investigated the matter and After this candid admission, Judge Lambert balance of the campagn to run side by

utlag anti-largo canal literature in

Feeling on Increase.

ARE BEGINNING TO SEE LIGHT.

Directly Infinezood by Attitude of

on Earge Canal Question.

and Loskport, penetrating into the heart

of what has been characterized as "the

enomy's country" on the burge canal

project is nevel a my. In these towns so

hear the we seen pumines of the pro-

to. Opensillor to the burge es sained such delinite form in county that a meeting has b for necrostow night in Albian

"have falled to take into account the fact that the canal will be fifteen years

olon alone \$20,000 for water. What would

the people of these towns do if the canal water supply were taken completely away as it will be if this larger improve-ment is started? The men that pay the

barge carni and is waging an aggressive

estion and there finding much to indi-

of Commerce, held last Salurday for the purpose of receiving reports on the programs of the processing companion, it was given out that the principal opposition to the large canal eminated from the Rochester Chamber of Commerce, actuated solely by Jealousy of the city of Buffalo rather than by a desire to conscree the thorests of the tuxpayers. Secretary Ives is desirous of entering an emphatic Gental to this statement.

The Rochester Chamber of Commerce will hold Essiral needing since the summer vacation this evening. In Assembly hall, Short addresses in opposition to the proposed barge canal will be made by Ton. Mortan E. Lewis, Hon. Henry C. Broyster, Lewis P. Ross and Thomas B. Buffu, procident of the chamber. Lunchcon will be served by Teall.

Secretary Ives received this morning a latter from Egra A. Barnes, an attorney in Casway, a strong pracamal centre of the Grat Lakes, and whether the Improvement is warranted. It is not a mer. of Commerce, held last Saturday for the

faginers of this state are the peers of any of its crizens, whether they live on Manhattan Island or on the Hamburg canal. The farmers of this state are among its best ellizens and its most intelligent people. They invariably make the best legislators, Why, see how many farmers are in both the state and national law-making bodies.

"Half the members of the Board of Supervisors of Menroe County are farmers, and where will you find a more true or more level-headed body of men than those country supervisors? This judge seems to have another thought coming in the matter of the tillers of the soil, and should have an opportunity, at least, to reverse his opinion retunity, at least, to reverse his opinion re-"As for the merits of this large canal prop-

osition," concluded Mr. Lamberton, "It seems to me very plain that it is not what we want. What is wanted is a ship canal, constructed by the general government, which will enable grain and other products of the Great West and Northwest to reach tide-water without breaking bulk at Buffalo or anywhere else. No one pretends to think, or say, that this first \$101,000,000 will construct a twelve-foot canal. It will require twice, and possibly three times \$101,000,000. completed, we would have it canal which could not compete with Canada's carrying fa-cilities. It would be out of date, even if it could be completed to-morrow, instead of fifteen or twenty years house, if ever, I shall the polls. It certainly ought to be buried,"

Pall the Knob Down If You're Opposed to the Scheme.

BUFFALO IN A FLURRY BECAUSE OF THIS ARRANGEMENT.

Explanation is That Knob is Pulled Down to Vote Any Straight Tieket, While This Metion Must Es Re-

versed to Vote for Expenditure. agers in this chy are claimed and the great and important hody of agriculturists of | Buffalo proscanniers are correspondingon the Standard voting machines, which half of the enterprise. The Rochester Cham-ber of Commerce has been designated as a bedy of Grangers, and the merry parge canal knob on the machine will be directly unknob on the machine will be directly under the republican column of nominations. To vote "yes," the pointer must be turned up; to vote "no," it must be turned down. The frantic protest by the Buffalo

this arrangement arises that city over this arrangement arises from the fact that to vote any straight ticket on the machine the knob must be turned down, making it necessary for the vantage of the opposition. All that the anti-barger has to do is to pull down the knob in each instance. The conal proposition is thus set forth on the card affixed to the right of the pointer on the

"Shall chapter 147 of the laws of 1903, ced \$101,000,000 for the imp ac Champlain canal, and providing for to be held in the year 1903, be approved?""

Secretary Ives is busy these days sendthat they have investigated the matter and that they know more about it than the men who have devoted their time and energies to the tilling of the soil in the Southern Tier, heavy Individual taxpayers and the cor-poration interests in these towns are tarning against the proposition to double state taxes. The pro-camblers nee beginand who have had no special opportunities uling to realize that they made a short-sighted move when they began the aftra-tion about raising money for the caunt improvement through indirect taxation. When this interview with Judge Lambert which would bear most heavily upon the saloon and corporation interests of the state.

Lowis in his remarks gave attention to the taxes that must be levied to meet the coormans expenditure proposed. The cost of maintenance and repairs, he de-chared, would be three million dollars. These two trans, with the interest on the bonds, will bring up the amount that adequate for the demands of the commerce of the Great Lakes, and whether the large investment is warranted. It is not a question of engineering or of personal interest. "Then, again, I cannot understand these slurs at the 'tiliers of the soil," Certainly Judge Lambert does not exclude these intelligent farmers from the Jury box in cases of great gravity. He is familiar, or shoots direct tax on land for a number of year and if that measure succeeds it means that this doubled for will have to be that this doubled the will have to be levied on the corporations in the state. The size of your corporation taxes will be encemous, as will also be your taxes on surplus in hanks, insurance companies and other sources. You cannot have a canal without paying the bill."

Senutor Lewis traced the decline in the be, with the sound common sense and rood judgment they exhibit in matters of importance. The three has gone by, in the state of New York, when the terms 'granger,' 'farmer,' 'tiller of the soil,' and the like are to be used as terms of contempt. The

NO ABANDONMENT-NO ENLARGEMENT.

peculation profess to believe that if the project is voted down the entire canal system of the state will be abandoned. The Brooklyn Eagle goes further. It

says: "To argue that the Erie canal can 'repaired' is nonseuse. It needs to be ebuilt. Otherwise, it would better be

mally extolling the canal as a regulator freight rates, as a check on the greed ierce. Mr. G. H. Raymond, one of the says the canals have forced the railroads carry freight at less than cost. Possihim into an exaggeration; but be this as anal has been, and still is, an important factor in the problem of cheap transpor to be desired, nor is there any danger of oposition. Abandonment can come about aly through a constitutional amendment

To say that the Eric canal ought to be bandoned, in the event of non-enlargement to a capacity for 1,000-ton barges, is a singularly radical atterance which the tion and which, we are quite sure, does not accurately express its sober conviction. Certainly a canal which at its present capacity has done such grand things for the and repairing whenever necessary,

And right here is the main fact which s wide enough and deep enough for six ies. Why, then, enlarge it? Would the Eagle attempt to get more subscribers by putting in another fast press? Would a farmer try to increase the yield of his acreage by buying more horses and wag-

subject substantially as follows: Maintain the present canal in the highest possi-To spend \$101,000,000 or more for enwaste of money, holding out no prospect contractors and grafters. If the people take the trouble to vote as they believe, victions at the November election, the

Discover That Opposition Movement is Decidedly Dangerous---Are Short of Funds to Carry on Campaign, will Accept Contributions.

The ink has not long been dry on a the first anti-barge canal convention held by the Chamber of Commerce in this city, as a small gathering of farmers who didn't know what they were taking about.

Yesterday the Deficiency of the business as well and the corporation on all fours with illustrations. A canal is capable of doing fly or six times as much business as well don't know what they were taking about. night, showed that the "boomers" are now badly frightened. The report says:

"A more active campaign in fayor of the enlargement of the Eric canal was begun yesterday afternoon at the meeting of the Chamber of Commerce Canal Committee. Plans were made for increasing the scope of the work and for reducing the movement to a more perfect system. One of the most important ac-

Mr. Clinton spoke earnestly of the need prosecuted with more vigor and efficiency He said a state executive committee has ized to prevent duplication been organized to prevent duplication of work in various sections. The pro-canal campaign has reached a stage where the people of Buffalo must be stirred up in fa-

'There are thousands,' said Mr. Clin-If that is so, I don't know who the grafters are. I'm not one; Colonel Alexander is not; Mr. Hefford is not; Mr. Dodge is

not. None of us is.'
Alfred Haines, chairman of the Finance Affred Hames, charman of the Finance Committee, reported that the committee finds the opposition well organized and well provided with funds. The support-ers of the improvement estimated that \$25,600 would be needed here, but only

ing out plate and working hard to defeat

outlined by R. R. Hefford, who said that there has never been such strong opposi-tion to a canal movement as at the pres-ent time. The discussion regarding sub-scriptions was resumed and it was de-cided that subscription blanks shall be

Against Barge Canal.

Men Against Canal Proposition- mission some years ago gave the r Senator Lewis Says It Would Double son for the decline in the commercial Traffic Does Not Demand It.

If some of the pro-canal agitators who are going up and down the state try-ing to induc the farmers and townspecing to induc the farmers and townspec-ple to vote for a \$101,000,000 barge canal could have been permitted to hear with boats, that the whole canal is going minds the addresses which were de- back. The reason in my mind why livered at the first fall meeting of the Chamber of Commerce last evening, there is no doubt but that they would have seen the folly in such a proposition and have given up barge canal agitation for good.

Livered at the first fall meeting of the canal men have been waiting for a number of years to see what the state is going to do. If the canal is going to be enlarged they do not want to build small sized boats. I believe that if it was said

and have given up barge canal agitation for good.

The meeting was well attended but was called to order somewhat earlier than usual. President Dunn stated that there was no business to come before the chamber and that, therefore, the meeting would be devoted to listening to a number of eddresses on the barge canal proposition. President Dunn introduced Sensition. President Dunn introduced Sensition Merton E. Lewis as the speaker of the evening. After congratulating the is, and as long as there is a cannot chamber on the creditable work it has chamber on the creditable work it has chamber on the creditable work it has considered. To prophesy one of two things that will een doing against the canal proposition,

of the canal proposition. Suppose that you are a stockholder in a corporation and the directors ask you to vote that the plant be increased ten times its present size. If your plant is doing a business of a million dollars a year, they ask you to increase its cannelly to ten. ask you to increase its capacity to ten millions. Like good business men you a ship canal, They want a 12-foot barge are going to ask those directors what the ount of the business transacted during the past year was; you are going t ask what the purpose of the enlargment is; and you are going to ask you

of the business—does not need to be en-larged. Notwithstanding the fact that the canal isn't or has not been doing but a very small per cent of the work it is capable, you are asked by the Legisla-ture to stand an assessment double your usual state tax for the next fifty year in order that \$101,000,000 may be expend ed to enlarge the present half used wa-

terway. "Perhaps it might be worth while for us to stop and try to comprehend the magnitude of the amount of money the the Legislature wants you to spend a larger canal. \$101,000,000 in one dol lar bills would reach half way aroun-the world. They would pay the salar of the President of the United Sta for 2,020 years. They would pave the bed of the canal the entire way from Rochester to Syracuse. That amount of oney would build 12,000 miles of good

amount of money, you will have to spen veral million more for the mainte ance of the canal. For the maintenan of the present canal the cost to the state last year was \$1,750,000. I assure you that the cost of maintaining the barge that the cost of maintaining the burge canal would be twice that amount. Now, \$101,006,000 at 3 per cent, would amount to \$3,000,000 per annum. That is the in-terest that the state will have to pay pairs for your canal will be three million more. These two items with the inter-est on the bonds will bring up the total amount that the state will have to rais each year to \$7,000,000. To raise such ar to be paid by the taxpayers of this state for the next 50 years.

"Howard J. Smith, who has charge of the distribution of plate to newspapers, as now as high as we want them. We have been trying to abelish the direct tax on land for a number of years now and if that measure succeeds, it means that this doubled tax will have to be levied on the corporations in the state. The size of your corporation taxes will be enormous, as will also be your taxes the corporation taxes will be enormous, as will also be your taxes thinks the ship canal would be productive. on surpluses in banks, insurance companies and all other sources. You can not have a canal without paying the bill. "In view of the magnitude of the re quest that the promoters of the canal ask it seems to me that they ought to assume the burden of proof. If they want the DOUBLE TAXATION

Herald Color of Such an expenditure, it is up to them to show the tax-payers the justification of such an expenditure. The Legislature has unloaded the responsibility of this proposition upon the shoulders of the tax-payers. It did not really decide that the canal was best, but it showed the re-

which our opponents seek to influentax-payers to spend this large amountax-payers to spend this large amountable are of money? They use as their chief argu-ment the statement that we must main Addressed by Number of Prominent tain the commercial supremacy of this state. A careful report by a state com Senator Lewis Says It Would Double
Taxes for Fifty Years and That
Taxes for Fifty Years and That If the Legislature would pass a bill reulating the terminal charges, that would be the thing that would regain wha

would be devoted to insteading to a donment of the present canal. They are ber of addresses on the barge canal prop-ber of addresses on the barge canal prop-prophesying. It means nothing of the

said:

occurred to me that as bus-Either the United States government will
be induced to take the matter up and s men most of you here are stock-ers in some corporation. Now let us will be enlarged to a 3-foot waterway. I

> "But Buffalo and New York don't want canal. They want all traffic to pay rev-enue to them. They do not want a ship canal that will allow boats to sail from Duluth to the sea without unloading in one-fourth the time that it takes at pres-

nent is; and you are going to go irectors where they are going to go irectors where they are going to go instances that will use and call for such I have plant.

"Now I take it that we can put thin Smith, J. Y. McClintock and John Densmith, J. Y.

SECRETARY IVES HERE

IS LABORING FOR DEFEAT OF THE BARGE CANAL.

Former Resident of this City, now at Head of Rochester Chamber of Commerce, was in Lockport Today. What he has to Say.

the Mohawk, Oneida Lake and even the Oswego and Oneida rivers are equally

cause of opposition by so-called "friends of the canal" in this state, and notably by partisans of the barge canal who wish to force its construction from Tonawanda across the state at

The origin of this barge project

somewhat curious and worthy of notice.
While our effort was proceeding, as

above outlined, Congressman Chickering, confused as to the "Internotian al" features and fearing therefrom that the deep waterway would go either through Canada, out St. Lawrence oby the Champlain route, slipped in resolution, being chairman of the com-

Later, on Gen. Greene's Advisory

arge project, now up, for which their guess," since they had no appropria-

was \$58,000,000

was \$58,000,000. We procured a per survey by the \$200,000 bill and loan of the deep waterway surveys ich demonstrated the cost of this

So we have the curious result the ongressman Chickering's attempt t

Congressman Chickerings attempt to make the Oswego-Mohawk, the ship canal route has been by a kink in the nind of the local officer at Buffalo and chrough the efforts of "the friends of the canal" in this state in danger of being blocked by occupation by this L-100-ton barge way.

So the canal referendum this autumn caraller for the child the first of the canal referendum the first of the first of the canal referendum the first of the

really, first and chief, the fight ontral New York and the Mohawi

It should be noted the deep will

anal work than the Chicago ca

the Rochester Chamber of Comu

March, 1896, by Lyman E. Cooley Isham Randolph, its chief engineer

om Lake Eric to Oneida Laka has les

Exposition of this with lantern slic

nachinery there used can be built

inal across the state to Onondaga

Oneida Lakes and Oswego will of the more than the deep waterway to the points and it would seem silly to say much for an inferior way, and me

from three to five years. Our state

John M. Ives, secretary of the Rochster Chamber of Commerce, a former resident of this city was in Lockport

today and met many old friends.

Mr. Ives came here chiefly in th einerests of the campaign which the Rochester organization is carrying on aginst the barge canal proposition. He called at the Journal office and

question be advanced some interesting idea and in favor of the federal ship canal. Among those he touched on the question of water supply for this city, saying that the city would be deprived of water for manufacturing and other uses as well as for fire for

nal had called the attention of the people of Lockport to the danger with the idea, not of defeating the barge canal vote of the city, but of spurring settlement of the water supply prob-

Mr. Ives is a firm believer in the resent canal, enlarged possibly in cordance with the nine million plan. and the construction, by the federal ductive of vast good to this city and the whole Niagara frontier, bringing biggest steel and iron making section of the world.

SHALL IT BE BARGE---OR, BIGGER? which Observer, Oct. 3, 1903

JOHN A. COLLIER WRIGHT'S CON-TRIBUTION TO DISCUSSION.

The "International Deep Waterway" from the Lakes to the Sea Already Advanced by a Half-Million Preliminary Expenditure.

Less than a decade ago the first telligent attempt was started for an adequate waterway between the Lakes and the seaboard, and this movement became and in September, 1895, at the time the ormer canal referendum was up in this tate. Attempt was made to endorse this nine-foot improvement, as the solufrom the West and New England. It was the province of the writer, who was delegate-at-large, on the committee of resolutions to harmonize the Eric canal or state interest and the Deep Waterterest, by a qualified approval of the state effort as modernizing and ship- nu shate effort as inodernizing and shaping the existing New York canals, and Albany in the position, if not of positive furthering transportating facilities (Chicago, at least Detroit, Cleveland and through the state, while the deep water-way remained the fundamental plank of the superior to any in the construct.

As a result of the efforts of this Inter national Deep Waterway Association, which I was then named vice presiden for the State of New York, Preside Cleveland appointed a United Stat onferces. The report of the Un States Commission is a most admirable document, with maps in full of routes and profiles and other data, as to open season, ice, lake levels, rainfall, etc., determined the best route as along the Niagara this side and from Ontario by the Oswego-Oneida-Mohawk or St. Lawrence-Champlain route to the Hudson 30 feet deep water at Coxsackle. The Canadian Commission conjoined as to "feasibility and desirability."

Their recommendation for further de-

Their recommendation for further detailed surveys was fulfilled by the ap-pointment by President McKinley of the United States Board of Survey whose comprehensive reports and atlas of 142

gantly furnished and gaily decorated with flags and streamers." We may define a barge canal, in this age and here, as "a pienic; a state canal furnished with elegant contracts and decreated with streamers of influence, promoted by interests that never flag and resulting in interest that never flag and resulting in interest that never flags."

The foolishness is shown in the ca alization of the Mohawks where b way is as readily obtained as the 12-foot way. The dams being made a little higher, should be so made to receive the waters and avoid crossion of banks. The proposed canalization will not accommodate the Hudson river steamer Adirondack, which draws about \$\frac{1}{2}\$ feet. On the deep waterway basis the rivers will ms and slack water pools the 21-for

The 1,000-ton burge way still compels breakage of bulk at Buffale; the deep waterway will save the transfer toll there, 16% cents a ton, equal to \$6,-000,000 on its 36,000,000 tons capacity; same as "Son" canal had last year; its freight rate will be .31 of a mill, just bulf the .62 revised figures for the so-called 1,000-ton barge (figured at .52), it being really an \$00-ton barge; and on the 500 miles—Buffalo to New York this is another item of \$6,000,000 saved. In other words the deep waterway will save \$12,000,000 in year in toll and freight which would carry its cost. If built by the United States it will cost the people of this state nothing. The federal government is the natural established legal agency for co-opera-The federal government is the natural established legal agency for co-operative effort on the part of the states, but rather than spend \$101,000,000 ourselves for the inferior way, forcing the ship canal elsewhere, we had better give

just been applied in the War Depart-

PLEA FOR A SHIP CANAL.

TO THE EDITOR OF THE EVENING POST: Sin: Your exposition, "Both Sides of the Canal Plan," entirely omits the opposition thereto, which has the largest following, and which the Rochester Chamber of Com nerce is now active in presenting, namely, hat the 1,000-ton barge project is not an itural lines or the natural route. George ploit, was first President of the Western avigation Company, first to concern itself with a waterway from the lakes to the sea, and personally went over the route. Washington was a pathfinder, and, being a sureyor, a man of great common sense gravitical asiministrator, he naturally followed the Indians, who used the natural himself of the lakes and rivers and the most easy topography, and therefore settled upon the route around Niagara into Ontario and the Oswego-Mohawk from there-not only because the most feasible to construct, but address, he warned us against the cleavage East and West, which has lately manifest. ed Heelf, and that our Union was best maintained by easy means of communication and free lines of traffic and intercourse. He did not advocate breakage of bulk at Butsked to adopt a 1,000-ton bargeway, being one which does not bring the 500 yessels of

ongineeringly just as teasible as the matter of cost; its cost will be under \$200,with interest on the fifty-year plan. Its promoters ask this at sole expense of the State The deep waterway-with the same effort from this State where the only opposithereto lies-would be built by the Pederal Government, the natural legal, established ency for cooperation on the part of the States. In this continental basin are 75 per cent, of the wealth, population, and freight movement of the country, or could be inoral cooperation for less expense to the state than the bargeway.

There are three phases which may be

(1.) The Niagara deep waterway of twelve miles and nine locks will bring the

to Rochester will cost as much, and only bring the 1,000-ton barge there. The deep The chief consideration is, that our pres vaterway from Oneida Lake to Oswego will | ent canal system will be undisturbed, he cost but \$20,000,000, has only thirteen miles | traffic this way, be a useful factor in trans

f caral and six locks.

These two waterways together bring the ready to do business, and then may be dovewenty-one-foot Great Laken navigation | tailed therewith. On the contrary, and those system to Oneida for \$63,000,000; a spur | scelding to maintain New York supr or \$5,000,000 will connect Onondaga Lake; | may well consider it, the 1,000-ton barge inking in all \$88,000,000. The barge pro- way, following present lines in large pasect through the State to these points will and of so much greater prism, will put on burge way, and that every interest, out- ment not being done until 1865 and the 18 side of a few in Basale, will be better | not done yet, though within the channel;

The partiagns of the barge way claim existing 14-foot Canadian way and the proonly to furnish pig-iron made at Buffalo or | Jected 20-foot Ottawa, and the Chicago cabeyond, after we have paid them profits of | nal extension, for which legislation was ch

Mr. Goodyear, in a recent interview, says way. The central New York manufacturer promoted by the occupation of the New livered at his own place and the establishwanne Steel Companies and \$20,000,000 the New York route. It Good Your Susquehapna Companies, like bose at Buffalo, which have built nearly three inflow of ship-canal for their own

(2.) The canadization of the Mohawk is essaylly done by increasing cross-section and avoid erosion of banks. It means simadvantageous, if need be, for the State o do this, rather than its proposed canal meno, which exists only on paper, and or other construction. like the Hudson

Througo and Duluth to New York, and have liggara to the sia, we would point out, under Federal jurisdiction; that the Moe also Oneida Luke and the Oswego and and harpor bills, and as part of through New York. That to make this 500 miles o Great Lake system through to New York is lacks, as against 352 of the present Eric canel and at least 60 locks on the 1,000-ton bargeway. That it will have nine times the the of 36,000,000 tons a year; the "Soo ate Engineer's report, the approved capamy of the bargeway; and he freight rate will only 31 of a mill against .62 on the orgaway; that the speed of the vessels n the canal sections will be seven and oneir niles an hour, having a cross section tion, with which the St. Clair Flats Ca-

y-seven minutes each. The sixty locks will return the 1,000-ton barge at least wenty-lour minutes each. The result is, this will extend for the 0 vessels over 1,000 tons their channel of lness, giving them 1,500 miles instead of gesent 1,000, and these can come through sixty-four hours to New York, and there ransfer in that port, the same as now at Buralo, and to sea-going vessels-a difether hand, with only the 1,000-ton bargeway it takes twelve of these to bring the propriate, however. same lead, delayed to transfer this unnecessarily at Buffalo, at least twelve hours at one hour a piece; the payment there of an nnecessary transfer toll of 16%c. a ton; double freight from there over the 500 miles. and more than double time, since they can not possibly reach New York in less than

in greater; and in the balance of 400 miles of canalized river and open water, speed

The speed for the 1,000-ton barge is only

claimed at three miles an hour over the

ntire distance. The thirty-six locks on the

teop waterway are safely passed in thir-

It is barely possible that so and will drive business to rival routes, the tained at last session of Congress, and even the similar project likewise obtained from York route by the lesser project of a 1,000 ton barge way; and these sidetrack Lake Erle and at any rate sidetrack Buffalo and

TWENTY REASONS FOR VOTING "NO'

ON THE PROPOSED BARGE CANAL EXPENDITURE. WITH OTHER LITERATURE

Pamphlet Issued by Chamber of Commerca - Some Strange Missionary Work in Oswego.

polls on election day ignorant of the merits

Under the immediate direction of the mittee, and other members of the Cham in the case, have been distributed by the has been thrown upon a seheme which it is reasonable to suppose its sponsors in-tended should go through by default, in

Rochester Chamber of Commerce to the barge canal campaign of thirty-two page pamphlet which gives twenty reasons why electors should vote "no," on the barge caual proposition. Contrary to the literature issued by the sponsors of the big and uncertain canal appropriation, this pam pilet indulges in no exaggerations or vituperations. It comprises clear ar-guments against the utility of a berge canal, which, if it shall ever be finished, at an expenditure of hundreds of millions of money of the people of the state, will be only two feet less shallow than the barge canals abandoned by Cannda twenty years ago.

The facts bearing on the issue are day is very large, and the document will ment form, and will be furnished in dication to Secretary John M. Ives, of the

f this literature will be distril the city and county of Oswego, where som and to a considerable extent in the suburbs what peculiar. These agents are promulgrain-carrying canals. way, it is announced that this alleged canal will take vessels direct from Lake Ontario, after they have passed through the Welland canal, and passing them through Oswego, will make that port the most important on Lake Ontario.

These agents are meeting with greater success than might naturally be experienced of the policy of the local prefar as possible, to exclude everyth n favor of the barge canal which bears on the issue. It would, as an Oswego man stated, be manifestly unjust to quote any reference to Ananias and Sapphira, of Biblical fame, in connection with this forest type; they are really 9,000-ton barges.
And this is true all along the line; on the part of the illustration is apparently ap-

minds to vote against the proposed barge canal are in doubt as to the actual provisions of the measure they are about gned and intended to accomplish. In the first place the state is empowered and equired to borrow \$101,000,000. In the

he \$101,000,000, and the total sum shall used in building an entirely new anal system, having no relation to the old and for most of its length following vied directly upon property and which, when all the bonds are issued, will ount to \$7,343,710 per year.

mocrats of Schuyler County in oppotion to the proposed canal scheme and benefits that might be derived from the will be in excess of any possible demand? Why should the people of this state spend be out of all proportion to the demands

of the great benefits that will accrue the people of the state after they have wilt the canal. The complete amount asked for, including principal and in s to be benefited to the extent of \$100 by this costly waterway? The annual payment of interest will be \$7,343,716almost exactly \$1 for every man, woman state to borrow \$101,000,000 to build an innecessary waterway, the result of which will be a tax amounting annually anal, in 1901, was \$2,308,741.79. The cost of maintenance of the new canal could not possibly be less. Adding the cost and tax to come out of the pockets of he taxpayers of the state, every year,

f they build the new canal, olubble limit of expense. Nothing is amal improvement? What reason I here to suppose that a different polic would be pursued in making away with it \$101,000,000? Experience teaches that the lies larger the amount of money to be ex- ive pended by the servants of the public, the greater the extravagance and careless ness in getting rid of it. If the canal ad- ida and admit that that amount will be re- es, colred, the real cost of the proposed canat is likely to reach twice or thrice that starts east from Buffalo, All the federal government expects to expend on the

istimian canal is \$135,000,000, if the Pan ama route is followed, and \$180,000,000 i the Nicaraguan. Are the people of th state of New York so burdened with wealth, so free of taxation, that they may lightly undertake a task which in cost and magnitude the federal govern ment might justifiably be reluctant to

We do not deny that the proposed penditure of \$101,000,000 by the

Central Library of Rochester and Monroe County benefit to some people. The ster would have secured her ideal of a rock the capal and would also have preserved. and Newark there is some pro-canal sen-

ship canal and would also have preserved to be business interests all the traffic which she now enjoys over the colal and would have insured for herself all traffic would have proposition.

If, through the efforts to get a ship canal, the barge canal proposition should canal. benefit to some people. That is not the question. The question is: Will the expenditure of all this money benefit all the people who are going to be taxed on account of it-and will it benefit them all to the extent of \$100 per family for

the original cost and \$1 apiece for every man, woman and child, to be paid antion of seeing certain destruction worth \$100 to every family in the state? Will its benefits be a dollar a year to every person, old and young, baby and THE ELECTRIC MULE.

An experiment is to be made at Schenectady, during the present week, which will have an important bearing on the question now pending before the voters of the state, of expending \$101,000,000 in beginning the work of deepening the Erie canal to twelve feet.

It has been an onen secret among electrons and the state of the secret among electrons and the secret among the secret among electrons and the secret among the

It has been demonstrated beyond ques-

Buffalo, October 14th. tion, and is not denied by any candid man

, mous expenditure involved.

ersant with the facts, that the present

Erie canal can, with an efficient haulage

My understanding of the Rochester pos

ship canal is the best thing that can be

portation. While it would seem to be pro-

the greatest engineers in the country and

that of the great business interests of New

the state, it is yet entirely proper, perhap

Erie to the Hudson, their theory being that

hereby Rochester will become a lake port

ne solve the problem and that the shi

your people to pursue, something like this; the work on the thousand-ton barge canal will not be started very much inside of two

ears from the time the bill is passed. Thi will come from the delay in selling the bonds and from the necessary work to be done in the way of "laying down the work

on the ground." This, therefore, will give the ship canal advocates two years in which to present their arguments to con-

gress for its ratification and support. If, however, the ship canal advocates should, at the expiration of two years' effort in congress find that while they had not ne-compilshed what they desired, there was

yet a fair chance of it being carried out, the money first expended for the con-struction of the one-thousand-ton barge

anal could be used on that portion of the

anal between Three Rivers point and Buf-

falo. This would give additional time for the advocates of a ship canal to further their

is desirous of building a ship canal, she

would be entirely unwilling to lose the

enormous traffic which is now done by your

slove be handled over the one-thousand-

arge canal; a ship canal, of course, l

ing entirely out of the question for the conduct of any such traffic in view of the fac

that the ship canal would be built in Lake

Ontario and the large canal traffic done to and from the city of Rochester originates

and terminates almost entirely in the sec

tion between Syracuse and Buffalo and the Cayuga and Seneca Lake sections of the

If the ship canal advocates are successful

excused from improving all the route from

Oswego to Albany, and if successful, Roch

Den, & Fron 10/5 02.

system, handle and lock through to tidewater all of the tonuage which reaches Buffalo from the Great Lakes. It is conceded that the present canal is not now being used to one-eighth of its capacity. Indeed it is a historical fact that ten boats have passed eastward where one boat passes now.

It is announced that the new system of electrical canal haulage meets the requirements of efficiency, flexibility and economy, and that at the same time it will not interfere with the operation of other effective methods of towage which have been sug-THINK IT OVER .- If the state can afford methods of towage which have been suggested. The practical test will be watched with much interest.

Why wouldn't it be a wise thing the problem and future generations tackle the problem and go on in the same old way? A change would work a hardship to many poor men who now make a living off the canni as it now stands make a living off the canni as it now stands and would put them out of business. It would settle down into a few, and a pre-- FROM A CANAL ADVOCATE 103 clous few at that, doing a business on the land locked waterway.—Geneva Times.

IN NORTHERN NEW YORK.-There is no doubt of the sentiment in Jefferson county and Northern New York. It is over-whelmingly opposed to the barge caual propno doubt of the sentiment of the survey of the sentence of the barge caual proposition on both local and state grounds. The organization is now completed, and nothing will be left undone to interest the voters in this subject and furnish them facts and arguments for voting zgainst the assumption by the state of such an enormous undertaking, the end of which no man can foresee, and the results of which are at best open to honest doubt.—Watertown Standard. honest doubt .- Watertown Standard.

the same as Buffalo.

Buffalo and New York have no fads in on a transporation experience of nearly one hundred years at Buffalo and a very tion that the thousand-ton barge canal will

of the \$101,000,000 for canni enlargement G. H. Raymond is severely criticised for his and the rallroads to effect the rule. It is not disputed that the Erie canal is competent to do many times the business it is doing. It has been the fashion in Buffaio to blackguard opponents of the scheme for enlargement, and Mr. Raymond appears to follow suit. That course is not winning favor with the people who are told that New York and Buffalo pay about all the taxes and will pay the cost of enlargement. This state is too big to consent that two cities in it are the whole thing. A little more modesty among the promoters would be a desirable change.-Niagara Courier.

GRANGERS ARE ACTIVE .- All granges are taking an active part in aiding to defeat the 1,000-ton barge canal scheme. St. Lawrence County Pomona Grange at its Septem-

canal, the barge canal proposition should be defeated, it requires only to remember what Governor Odell said but a few weeks ago, that the failure of the referendum would mean practically canal abandonment and your people would then be in the postnually as interest on the amount bor-rowed? As Secretary John I. Platt suc-cinctly puts it: "Will the new canal be might be induced to invest in a ship canal. In other words, by the policy of opposition which some of the people of Rochester are supporting, a most excellent chance of los grandfather, in the state? If you think so, vote for it; but if not, vote No." ing everything which you possess in the way of cheap water transportation and then having left only a shadow of hope in

It has been an open secret among electricians for some weeks, that the General Electric Company's experts were engaged in perfecting a system of electric canni haulage which would solve the problem of handling all the traffic offered at Buffalo in barges of the present tonnage, and avoiding the enormous loss entailed by the suspension of traffic during the improvement; and incidentally saving the enormous expenditure involved.

This is one of the most critical times in the history of Rochester, and it certainly requires but a moment's reflection to understand that your people are staking all their future commercial possibilities of cheap water transportation on a shadow of hope that a ship canal may be built.

G. H. Raymond.

Cet. 16,1903.

Days of Campaigning.

SELFISH CONSIDERATIONS IN-

FLUANCE A FEW PERSONS.

But Aside From There Few, Says the

Secretary of the Chamber of Com-

meree, There Are Not Many Who

Favor Barge Canal Proposition.

Secretary John M. Ives, of the Rock

ester Chamber of Commerce, returned

last night from a two days of anti-barge

canal campaigning in Wayne county. He

visited Palmyra, Newark, Lyons and Clyde. Next week Mr. Ives will visit the

villages along the line of the New York

Central railroad from Clyde eastward as

far as Syracuse. As a result of his ob-

servations. Mr. Ives thus sums up the

will be a big majority against the barge

lages of Palmyra and Clyde. In Lyons

WILL PROTEST EMPHATICALLY .-

Steuben county will protest in no uncertain tones on election day against the payment

of \$20,000 a year or more for the abandon-ment of the present canal system and the building of a new one which will be obsolete

ALMOST UNANIMOUS -It is almost safe to say that ninety-nine out of every hundred men in Tompkins are opposed to the plan for

rdening the people with a colossal debt for

before it can be finished .- Steuben Courier.

not pay taxes who will vote for the an

ment. Why they so vote they will not be able to tell easily, except perhaps because so many Republicans are against it. But there

is no politics in the question and the Demo

NOT SUPPORTED BY FIGURES.-The

on the Hudson cannot be told, nor how

TAXES WOULD BE HEAVY.-Notwith-

opposition to it, and business men almost

numerable are with the farmers because

much was taken by New York city. Assum-

NO PARTY LINES.-The sentiment of Cortland county on the canal matter seems and to be drawn on party lines. It is doubtless true that a majority of both parties in this county are against the causi. TM, Democrats have expressed their sentiments against the canal in a resolution, while the against the canal in a resolution, while the Republicans have chosen r more effective way of showing the same feeling, for they have renominated and thus expressed ap-proval of the action of a man who by his work and by his vote has already declared himself against it. There need, therefore, be no issue in this county between the two parties on this question, for both are on the same side.—Cortland Standard.

DEMOCRATS IN OPPOSITION.-The men of the rural counties come out and vote. Not only have numerous Republican county conventions down the state declared against the barge canal, but the Democrats in counties like Broome and Chenango have also put encouraging because a persistent effort has been made to line up the whole Democratic

her meeting voted \$50 for that purpose, Deer River Grange voted \$50 at a recent meeting, Potsdam Grange \$40, besides many others. If all will work as enthusiastically as do the

of a man in the town that would vote for the proposed improvement. I saw Mr. Garlock, proprietor of the Garloy! Packing company, and he informed John M. Ives Returns From Two

that he and all his employees we've unagainst the proposition. Arrangements were made for the distribution of litera a ture throughout the town.

"In Newark I found the situation somewhat different. While those up to the posed to the barge canal comprision or the large majority of the voting popular or the there is some pro-canal sentiment. As doing up a respectable minority.

The voting pro-canalers in Newark are putting the canal control to the the canal control the cry that the improvement would be the canal control to the ca the cry that the improvement bould? have a tendency to put a large al t for this and other selfish considera-Then in East Newark, formerly Lockville, some extra construction work will be necessary, if the canal project goes through. There are three locks there now and it is proposed to change them to one big lock. Land about Lockville is being bought up by speculators, who believe that there will be real estate boom if a barge canal is con-structed. It is figured that buildings on the north side of the canal at Lockville will have to be torn down to make way for the enlarged waterway bringing the owners, who hope to sell their property at a big price to the state, ark 'Union' is laboring hard against the barge canal. The 'Gazette' and 'Cour-ier' are apparently on the fence.

"While I talked with Jacob Vilson editor of the Newark 'Courier,' he brought out a reason for the oppositon of the Rochester Chamber of Commerce to the barge canal proposition that struck me as funny. 'Why,' saly he, 'the reason you fellows up there in Rochester are opposed to the barge canal is because it is proposed to take it around the city. If it went through the town, you would be all for it. I labored to convince Mr. Wilson i hat the people of Rochester had found the present course of the Erie through the heart of the city a great nuisance. Property out West avxenue has been lessening in value while the city has been dhubling

canal bridge nulsances.
"In Lyons I found the situation much which they will get no adequate return.

Doubtless there will be some voters who do like that in Newark. The anti-barge canal sentiment is in the ascendency but many voters are to be found who strongly favor the project. The Lyon 'Republican' is doing good work in oppo sition to it; the 'Wayne County Review cratic taxpayers are as much alive to the evils of the proposition as are Republic-an taxpayers.—Ithaca Journal. favors it and the 'Wayne Democra Press, the democratic organ, is on fence. The indifferent attitude of fact that David B. Hill has sent of of the affirmative vote on the quist

have a tendency to put the party ir power at the state capital 'in the hole.'
"In Clyde I did not find a man who avored the barge canal. The Cly Times, the republican newspaper working hard against it. The dam cratic organ is said to favor it. neighboring town of Rose is strongly

owned by Albert Lux, a brother Charles Lux, one of the most influent

standing Governor Odell's assurance that canal taxes will be a mere pleayone, it is easy to see that they will amount to extensive robbery for the next aftry years. The distribution of pamphlets in Burralo probability is that the referendum will be defeated. The farmers are united in carnest Lockport, Albion, Medina and Gas por The Buffalo people evidently don't like they are taxpayers .- Binghamton Republican.

> have sent back the literature mailed them by Secretary Ives. One Buffa man writes:
> "You might better spend your flim

a he reasoned with and many of them

weeding the grass out from betwee your street car tracks. You will neve be anything but an overgrown couldtr town, because you are so narrow. CLIPPING FROM

N. Y. SUN.

Date ... OCT ... 1903 YOTENOOR YOU'LL HAVE TO PA

BURDEN OF CANAL TAX WILL FALL ON GREATER NEW YORK.

Where's the Pecuniary Benefit to ('s From | bay Export Grain Trade to Compensate for 85,000,000 a Year for 50 Years?-Secretary Ives on the Rochester Idea. inc

One ought to register to-day, ay that ceks from Tuesday he may vote at n a canal enlargement plan the elevator owners in Buffalo and olitical machine builders alone will ;

The canal referendum will para, if at all, by the votes of the people of Gran State the argument is used that the ci f New York and that the farmer eafely vote for it because New York pay three-fourths of the cost.

It is entirely true that the cost

And the return therefor? If the canal And the return therefor? If the canal advocates are right we shall have a larger volume of grain carried down from Buffalo to Now York in barges, unloaded on lighters, and thence into the steamships that carry it abroad. A good deal of this banding must be done on the Jersey side of the river. Tomage of this character looms big in the expert figures for the year. But how large a pecuniary advantage does it bring to the people of the city?

Gov. Odell has promised that the Legislature and the people shall so amend the Constitution that the bonds for this debt may run fifty years instead of eighteen years. So arranged, the total cost to the State, including maintenance, will run about \$8,000,000 a year for fifty years to come.

Have you read recently of the new mam Have you read recently of the new mammodus in locomotive building which contain the accumulated hauling power of
three of the engines of a decade ago? Do
you know what they and their development will mean to transportation cost
fifteen years hence when the enlarged
canal will be corupleted? And the millions
that the railroads are putting into better
readbeds, are they not spent with the
idea of reducing the haul cost? Where
will the slow and shallow waterway stand
when it is done?

But if railway transportation should
stand still, where will you find in reason a
warrant for putting this debt on New
York?

Suppose the new canal should mean

Vork?
Suppose the new canal should mean 10,000,000 more tons of grain annually sent out from here would it be worth to Greater New York the subsidy it must pay? Who gets the profits of a larger export grain trade? Are they so distributed among the people that it is fair to ask them to pay this enormous tax?
Whether you're a Low man, a McClellan man or a Devery man you ought to vote down the \$101,000,000 canal extravalgance.

Press supporters of the bargway have assailed John M. Ives, secretary of the Rodester Chamber of Commerce and an officer of the organization formed to beat the canal amendment, asserting that he is acting contrary to the wishes of the chamber and of the interests of Rochester. Mr Ives in reply has written a letter, which is a clear exposition of what is known as the Rochester idea. He says in part:

outh-There remains then only the state-ourth-There remains then only the water-from Oneida Lake to Herkimer, where Mohawk is to be candized, forty-six miles, is all the rest of the way is twenty-one as abould this be, to make the through to, the interest of the West and New Eng-d boing as vital therein as New York's, no rivers and lakes are no more local or to than many named in river and harbors and by proper effort such deep water-yean be secured at less expense to the filt—Sudp channel, ensineeringly leasible,

BECAUSE IT WOULD MEAN PERSONAL GAIN

Why Certain Men Favor the Post Syman Det. 19,03. MEDINA THINKS IT COULD OBTAIN MORE WATER.

Quarry Cwners Believe There Would Re a Heavy Demand for Their Stone If the Proposed Enlargement Were to be Ordered by Voters.

Secretary Ives, of the Rocheste Chamber of Commerce, returned la Saturday night from his anti-barge count tour through Orleans and Niagara counties, reprinced that opposition to the proposed caust improvement is rapidly increasing in Lockport, Medina, Albion and Holloy. He found that the procanulers in these tawns are creating the impression in the minds of casual ab-Marying that their strength is greater thus it really is, while the thoughtful men who pay the taxes and are not given to noisy oretary are reading the anti-bayze canal literature and forming epiulons adverse to the burge canal pro

Mr. Ives was able to get at the reason Air, tyes was able to get at the reason why the basiness interests of Medina appear to be united in favor of the improvement. For yours Medina has been getting he water power from the canal through spillways. The supply is now being utilized to its limit. Medina is an extension of the property of the canal through spillways. there utilized to its limit. Medina is an enterprishis town and has greatly increased its manufacturing interests in the past five years. But its business men realize that it has reached the suminit of its greatuess as a manufacturing town unless some arrangement is made for increasing its water supply. The village has no right to the water it is now taking from the canal. In plain terms, its business men sea in the proposed barge canal an opportunity to tallet where is much water from the state past has village is now getting.

talle twice as much water from the state of the village is now getting.
This, Mr. Ives says, is the real reason why the Medina Business Men's association came out with its resolutions in favor of the barge canni and denounced the Rochester Chamber of Commerce and the Rochester tress for their stand in eprosition to the project. The people of Medina do not propose to lose the advantage of making the whole state pay far field water supply if they can help it.

QUARRY MEN INTERESTED.

The quarry interests of Medina favor the barse canal barause it is believed that it will increase the demand for stone. This is one of the principal industries of Orienns and Ningara countries, and the quarry owners will throw their whole strength to swell the proties, and the quarry owners will throw their whole strength to swell the procental your. A roll-cartor named Swett is building a big dam near Medina to
conserve the water supply of the village.
Hundreds of Intinos are employed in
the work, Swett and the quarry owners
are the dominant force in the Medina
Inceness Mon's association.

Lockport gets its water supply from
the cannel, but not as Medina does. It
has a perpotual right from the state to
supply its rac-way with canal water.
The farminar interests about Lockport
are solld in opposition to the barge

The following interests about Lockport are solid in opposition to the barge canal, but some of the large business interests of the city favor it, largely for the reasons that are inducing Medina. Medina and Lockport have taken at its face value the assertion of the Buffalo pro-consists to the effect that the canal supply of water will not be cut o while this connection State Engineer Bond has

be maintained, the canal will be kept open for mylgation from June to November while the barge canal is being constructed."

it will be impossible to maintain the procedent of the \$9,000,000 improvement in the present scheme. Then the work was to be done inside the existing banks of the canal and the digging could be accomplished in the winter. Now it is proposed to increase the width and depth. ven if the digging is done in the wi nid banks will make it impossible to le

SENTIMENT IN ALBION.

in Albian there is quite a potential pro-canal sentiment, but the farmers in the country about Albian are solidly against it. The wealthy business men of the town, the men that pay taxes, express themselves as opposed to it. A correspondent of Secretary Ives thus runs up the situation in Holley and Al-

"The farming interests are opposed to the barse canal, as are other taxpayers who have no special local interest to be benefited. The quarry interests ors who have no special local interest to he benchted. The quarry interests strongly favor it. This is Orleans county's largest industry, employing hundreds of men along the line of the

be worth all it will cost, though doubtfu

eneral interest in any of these towns Pro-canal and anti-barge canal mass meetings have been rather slimly attend-I. The Albion pro-canal meeting ould have been a fizzle had it not been

formulating a counterbiast to the thirty-two page anti-barrs canal circular that the Rochester Chamber of Commerce has been circulating in the Windy City.

DEEP WATERWAY OR BARGE CANAL

ARTICLE 1.

Routes, Size and Cost.

Letter from John A. C. Wright to Rochester Democrat and Chronicle.

The United States deep waterways sur-vey which were made by a commission and the United States board of survey of fit experts, selected by Presidents Cleve-land and McKinley, from the whole coun-

try, and who spent seven years steady work and \$500,000 therein shows; (1) That a thirty-foot waterway, in cluding improvement of the terminal harbors, Chicago and Duluth, and connecting channels throughout lakes on that basis, can be built by Ontario to New Vork for \$300,000,000.

(2) That the tewtity-one foot way can be built through for \$200,000,000, and by the last river and harbor bill, we have wided in accord therewith, for all chan nels, down to Tonawanda on the Niagara ture of approximately \$20,000,000 and for an international commission to carry out lake regulations which will provide for depth of twenty-one feet therein. We started this first intelligent attempt to seem an adequate waterway, less than a decade ago, have complete surveys and data and are constructing the same over 1,000 miles of the 1,500 miles of such deep water-

taken through our efforts forty foot chat-nels out from New York and has already under its jurisdiction and improving Lake Ontar's and the Hadson river to Troy.

(3) The deep waterway from Tona-wanda by La Salle and Lewiston involves but tweive miles of canal and nine lock this side of the Niagara river. This twelve miles is all that we have to con-struct and maintain to unite Ontario commercially in the chain of the Great Lakes and to bring twenty-one foot nazigation and the 9,000 ton vessel all along our western and northern border, and to bring such water borne commerce to Oswego and 200 miles nearer New York. It can be done for \$43,000,000. The alternative route, Tonawanda, Lockport and Olcott has twenty-five miles of canal, otherwise

Rochester will cost as much and only bring the so-called 1,000-ton barge there, in-

stead of the 9,000-ton vessel.

The twenty-one-foot deep waterway as surveyed, can be made from Oswego to Oneids take for \$20,000,000; it has only miles of canalized river and six locks. I follows the Oswego river to Three rivers where it receives the Oneida river from the east and the Seneca river from the west, which taps Onendaga lake, And a sour twenty-one-foot waterway from Ouondaga to Three rivers can probably be built for \$5,000,000. Thus for \$25,000,000, we connect Onon-

daga and Oneida lakes with Ontario and bring to these Central New York lakes, twenty-one foot navigation and the 9,000-

Thus for \$68,000,000 we connect Lake Erie and the twenty-one-foot unvigation system of Lake Erie and the upper lake channels with Lake Ontario, Onondaga and Oneida, bringing these lakes within the twenty-one foot. Great Lakes Navigation system. The 1,000-ton barge projeet across the state to these points will cost as much as this \$68,000,000.

It is better for the state, if need ic,

to build this deep waterway, rather than the 1,000-ton barge way. This deep waterway can be built by the

United States or by the state and fe operation at no or little expense to the

The Oswego-Mohawk is common route for both the deep waterway and barge projects; if the United States builds the deep waterway over this route, the state will be relieved from the construction and perintenunce of canals there.

The contribution by the state of what he barge way will cost over this common route, or less, would impel and induce federal co-operation therein for a deep

waterway.

Such deep waterway from Oswego to the Hudson would then form part of through route by Ontario of the Great Lakes' twenty-one-tool system, and would form a better waterway from Ononthigh for the 1,000-ton barge, either into Ontario or into the Hudson; while the state would be better able to maintain the state canals from Tounwanda to Onondaga, dove-tailed therewith, and per-fected upon a seven or nine-foot basis, or reconstructed as proposed upon the twelve-foot basis for a 1,000-ton barge way.

(4.) The 1,000-ton barge way has for its foundation the loan of these deep wa-

the was a state election. The 1,000-ton barge way follows substantially the routes of the present state canals and from Tonawanda to Clyde is like the present Erie, a wholly artificial way. It has 257 miles of trapduce the locks which are seventy-two on the Eric to sixty. It will therefore have about 100 miles less canal and perhaps ten less locks than the present Eric. The deep waterway, on the other hand, follows natural lines, makes use of all the natural bodies of water and water courses posways as are necessary. It will have in all 102 miles of canal waterway and but thirty-six locks from Lake Eric to the Hudson by the Oswego-Mohawk route. (5). The deep waterways therefore will have 250 miles less of canal than the present Eric, and 155 less than the proposed 1,000-ton barge way and will have half the number of locks on present Eric and but half those required by the

the trade of water transportation, would you prefer a method pursuing your trade that required 257 tools and at least sixty instruments, or one that would require but 102 tools and thirty-six instruments

o do a greater business?

The deep water way from Oneida lake ty-six miles, where the Mohawk is canalized for it. The 1,000-ton barge way is carried further to Little Falls before it

drops into the canalized Mohawk. (6.) For the deep waterway, the Mo-hawk is canalized by means of dams form-ing pools for slack water navigation. As stated by the United States board of su vey "to care for the waters received," therein detailed, "and to avoid crosion of the banks, it must necessarily be of increasing cross section as we go down the stream." It is practically as readily done, upon a twenty-one-foot basis as up-on a twelve foot. It simply means building the dams a little higher. Such deep waterway canalization will absolutely minimize the damages from floods and will so conserve the waters as to make the

flood damages nor much increase the wa-ter power and, though on a twelve-foot basis, is so made only to accommodate the type barge, which exists only on paper, that it cannot be used by boats or other construction, even of less draft, as for example, the Hudson river steamer Adiron-

dack, which draws 8 1-2 feet.

(7) As shown, the deep waterway to Oneida lake and the canalization of the Mohawk to Herkimer costs little more for a twenty-one-foot way as surveyed such barge way, while Federal constru

penditure, perhaps to the zero point.

(S) There remains then only the forty-six miles between Oneida lake and Herkimer as the chief difference in construction between the deep waterway and the barge way. It is unthinkable that, if the balance of the way through the great con-tinental basis, tributary to which are 75 per cent. of the wealth, population and penditure by the state for the 1,000-ton barge way here would be fully half what ederal co-operation could readily be se-

leave a bottom width of at least 215 feet and a cross section of 5.497 square minimum of seventy-five feet and a oss section of only 1.128 square fee which is only four times the vessel (1,000) section. For the rest, canalized rivers und open waters, there will be a greater

istance from Lake Eric to Hudson deep waterway, and the balance approximately 100 miles between Buffalo and New York of navigation as in the open waters of the upper lakes, while the 1,000-ton barge way will have 257 miles of canal

twelve miles around Niagara and hirteen miles between Oswego and Oneida iles in the Manchester canal, built by

bake, is little greater than these, and less than the Kaiser Wilhelm sixty-four niles, or the Suez, 100—sixty miles of canal, (11) By the methods and machinery used in the Chicago canal, which cut time and cost of exervation in two, each of these sections can be built synchronously in from three to five years, our state canal remain undisturbed, hold traffic this way and factors in transporting materials. The 1 000-ton barge way, following lines of state canals with a much larger prism, will put them out of business from its inception at least a decade. Which is it to the interest of the people of this state to

terways surveys and data, on which in

INTERFERENCE, M. IN- n-

TENANCE ANJ

OPERATION,

Letter from John A. C. Wright to to | este

The salient difference between

lous and settled territory, for lang

ages, bridges, etc.

As shown the deep waterway will have but 36 locks by any route, even Rome high

level; but, if low level plan mtopfed, carrying Oncida Lake level through to Herkimer, which is perferable, but 31 locks against 60 or 72 on barge way

retarding passage; and will have but 102

miles of canal waterway against 257 on the barge way with like effect, aside from the fact the 9,000-ton vessel in deep water-

way will make therein 71-2 miles an hour and 121-2 in balance of canalized

rivers and open waters, against only the speed of 3 miles an hour for the barge in

either. As shown by the fact that the average speed from Buffalo to New York in the deep waterway will be 10.67 miles,

lock stoppage and all included, while that on the barge way will be tess than 3.

artificial and natural channel are shown in the bridges. On page 442, Report of State Engineer on Barge Canal, shows there will be on the Eric canal alone 373

existing cand bridges replaced, 11 altered, and 16 other bridges replaced and 26 altered, and 15 others which are O. K.; and

there will be 160 new bridges at new sites, a total of 601; and there will be 12 like-wise on the Oswego canal, or a total of 613

bridges. There will be 30 railroad cross

ings. And if 72 locks on the Eric and 6 on the Oswego, a total of 78 locks. While on the deep waterway there will

be but 33 bridges in all, but 21 railway crossings, and but 31 locks, or 1-20 the number of bridges about, only 2-3 the num-

ber of railway crossings, and about 1-3

the number of locks.

That tells the story in simple of the ad-

antages of using the natural waters and

remaining in the natural water courses, and is summed up in the fact that the maintenance and operation of this with 9,000-ton vessel capacity and 36,608,000 annual capacity will be \$2,343,478 a year;

ent state canal system for only 240-ton

boat in its artificial character required in 1961 \$3,308,741.79. That of the 1,000-ton

barge way will be very much larger. It should be noted that no figures as to the

been presented, perhaps for this reason.

The interference on the deep waterway are for Niagara section, 12 miles canal, 9

locks, 5 railway crossings, 5 highway.

locks, 5 railway crossings, 5 highway. This is all we have to construct and maintain to bring the Great Lakes traffic 200 miles nearer New York. The Nigarariver and Lake Ontario, the gift of Providence to us, cost nothing for either.

In the Oswego-Herkimer section, there are but 59 miles of canal, 10 locks, 8 rail-

way crossings and 9 highways; and in this likewise. One-da lake and the 14 miles of canalized Osewgo and One-da rivers.

again the gift of Nature, costs little to construct or maintain.

In the eastern division, the canalized Mo-hawk, there are but few miles of ganal, but 12 locks, but S railway crossings and 19

highway erossings.

The deep waterway in its canalized rivers and even in its canal sections built practically as rivers, lies in its own bed naturally. The water need not be withdrawn at any time, and remains in all its length, substantially as a river, as in its open waters, requiring little further attention of the refer construction.

Which is natural to fester and lest;

OR BARGE CANAL

ARTICLE VI.

IRON AND STEEL AND

SHIP BUILDING.

Letter from John A. C. Wright to Rechester. Democrat and Chronicle.

ondary manufacture and not

let us add who loses the 5c or on the other hand, will bring along the route and promote i

ufacture, both primary anywhere, such as now takes upper lakes and for which

wanna Company invested in a Sti-plant and built a mile-and-a-h canal, and the Goodyear Susq Company a \$20,000,000 plant a

canal three-fourths of a

York for 45c. To the query who cent on grain, if the barge way

leep waterway will bring t

The partisans of the 1,000-ton barge way

DEEP WATERWAY

ARTICLE II.

CAPACITIES.

Letter from John A. C. Wright to Rochester Democrat and Chronicle.

The net tonnage movement on the Great Lakes in 1902, was 72,000,000 tons each Lakes in 1902, was 72,000,000 tons each way, 50,000,000 through Detroit river and 38,000,000 through the Soo canals. This commerce and the industries it creates, practically began with the installation of the Weitzel lock in 1884 at the Soo and sixteen-foot mavigation. Before that, the business was mildly progressive. Since then, it has leaped and each decade jumps the most sanguine estimates. It is now was circuit. ically on the twenty-foot basis and practically on the twenty-one with lake level regula-tion. Each inch makes a difference of thirty not tons carrying capacity in class

of vessels now used.

The deep waterway for twenty-one feet carrying such channels through will accommodate a vessel of 550 feet long, fiftycommodate a vessel of 550 feet long, itsy-eight-foot beam and nineteen-foot draft. This means twenty-five per cent greater carrying capacity than present vessels on the lakes. The record lond on the 500-foot vessels was made on the Pittsburg S. S. Co. stenmer Ashland, August 7th, 8,775 tons. Such deep waterway will have an annual capacity of 25,000,000 tons, with houble tier of locks 36,000,000 tons, and the vessel over 9,000 tons.

The so-called 1,000-ton barge, has a dis-

at of 1.055 tons, but as vessel i placement of 1,055 tons, but as vessel reself is 255 tons of this, it is really an 800 ton barge for cargo or business purposes. The cargo capacity (See report on barge canal 1901, state engineer, page 19) "as approved at two lockages per hour, full cargo east, and one-third cargo west would provide for 10,000,000 tons per cargo."

This 1,000-ton barge way is estimated to cost \$101,000,000 equal to \$15 per capita and with interest on the fifty-year plan, as much again, or approximately \$200,000,000, which is as much as deep waterway will cost, of at least ten times the vessel capacity and from two to four times the annual capacity.

The deep waterway should be at federal expense or co-operation and cost nothing, or less than \$101,000,000 to the people of this state. The 1,000-ton canal will cost

or less than \$101.090,000 to the people of this state. The 1,000-ton canal will cost at least \$200,000,000 to this state. The completion of the nine-foot improve-ment as provided in act of 1895, would necommodate boats carrying 420 tons, which can be run in pairs, carrying car-goes of more than 800 tons, making their goes of more than 800 tons, making thee capacity equal to the so-called 1,000-ton barge, and making an annual capacity likewise of 10,000,000 tons. This, which is modernizing and ship-shaping the cau-als which we have, can be done for in-side of \$26,000,000; and for the Eric caual or \$15,000,000.

at \$15,000,000. at \$15,000,000.

The existing canals accommodate 240 ton barges and have an annual capacity of nearly 10,000,000 tons; surely 8,000,000 tons which they have approximately car-ried in the past, and would have with improved methods of towing and terminal facilities; and surely would have with such improvement of the locks as would al-

low two boats to go through, which can be done for \$6,000,000.

In conclusion therefore, we may say: First, That existing canals and boats of 240 tons have an annual capacity of at least 6,000,000 to 8,000,000 tons a year.
Second. That the improvement of the locks for \$6,000,000 would allow these to go in pairs equal to 500 tons and an annul capacity of 8,000,000 to 10,000,000

Third. That the completion of the nir foot improvement for less than \$26,000,-000 would allow boats of 420 tons to go in naving a capacity of at least 10,000,000

Fourth. That these three plans without radical change deal with our state canals and are a legitimate enlargement and im-

Fifth. That for \$101,000,000 plus interest, equals \$200,000,000, the people of the state of New York can discard the above plans and their present canal sys-tem and obtain a new so-called 1,000-ton barge way; the capacity of which is no-more than the pair of boats and whose annual capacity as set forth is about 10,-000,000 tons likewise; and even, should als \$200,000,000, the people in no event have the capacity of more than 15,000,000 tons

Sixth. That these are the alternatives ennal work at state expense. Seventh. That the twenty-one-foot deep waterway for \$200,000,000 will have a vesel capacity of over 9,000 tons and an ar capacity of 25,000,000, to 36,000,-000 tons, same as the Soo canal passed last year. It might better be built by the than the 1,000-ton barge way. 1 can be built by the United States so soon as the opposition thereto, confined within the state of New York, ceases; and will

cost this state nothing.

Eighth. The whole question may there-Figure. The whole question may therefore be summed up in this shalle: If you could have six apples for nothing; eight apples for six-tenths of a cent; or ten apples for one and a half (1.5) cents; or es for twenty cents; or thirty-six apples for nothing, which would you rather have? The partisans of the 1000-ton barge in insisting that we take only fifteen apples for twenty cents are ask-ing us to vote for the worst bargain of all.

DEEP WATERWAY OR BARGE CANAL

ARTICLE III.

TRANSIT AND DELIV.

Letter from John A. C. Wright to Rochester Democrat and Chroniele.

The canal sections of the deep waterway will have a bottom width of 215 feet and the cross section will be 5,407 square feet, and the cross section will be 5,407 square feet, the cross section will be 5,497 square rece, six times the vessel section.

That of the barge way will be but seventythree feet cross section but 1,128 square feet only four times the vessel sec-

The speed of the 9,000-ton vessel, ning-toen feet draft in the twenty-one feet deep waterway of this cross section, as found, will be 7.56 miles an hour. It is a fifth greater than other world canals, like the St. Mary's, Suez, North Sea, Kaiser Wil-helm and Manchester, which have a cross section of about 4,000 square feet and wherein speed five and six-tentles og six section of about 4,000 square feet wherein speed five and six-tenths or six utiles an hour is allowed and made. In the St. Mary's, speed averages over seven miles against and over twelve miles with the current. In the St. Clair Flats canal, convergable in cross section. the only one comparable in cross section, speed of known vessels on the Lukes has

speed of known vessels in been observed as greater.

There are 102 miles of such canal in the deep waterway, taking in transit at seven ance one half miles about lifteen hours. The balance of the way, canalized rivers The balance of the way, canalized rivers of greater cross sections and open waters, will nermit the twelve and one-half miles an hour found economically best on the lakes, and will take for the 400 miles, thirty-two Lours. There are thirty-one locks in all, which are passed in thirty-seven minutes each, taking less than twenty-four hours, making total time of transit by deep

each, taking less than twenty-four hours, making total time of transit by deep waterway from Lake Erie to New York, (fifreen plus thirty-two plus twenty-four) seventy-one hours at this liberal estimate. The only speed claimed for the 1,000-ton barge is three miles an hour, but we will allow it four outside of the canal sections. There are 257 miles of canal in it, which at three miles an hour will occupy eighty-six hours, and in the balance of the distance 243 miles at four niles an hour, six ty-one hours, and as there are at least sixty locks, which will require at least twenty-four minutes each, it will be twenty-four hours pasing through, giving us a total for the 1,000-ton barge, from Lake Erie to New York, of eighty-six plus us a total for the 1,000-ton barge, from Lake Erie to New York, of eighty-six plus sixty-one plus twenty-four, or 171 hours, or at least a hundred hours longer by the barge way than on the deep waterway. But this is not all, the original load of 9,000 tons, which transfer at Buffalo, will be delayed to transfer into twelve of these

be delayed to thansfer into twelve of these so-called 1,000-ton barges, which are really 800, twelve hours at one hour spiece. So that the same load can come through from Lake Eric with one vessel, captain from Lake Frie with one visco, and crew in at least seventy-one hours to New York, while by the barge way the same load will have to be transferred to twelve vessels with captains and crews and occupy in transfer and carriage 183

hours.

Which, if rapid transit and delivery are desirable, which is best?

Besides the 1,000-ton parge way necessitates a charge of sixteen and three-fourths cents ton for such unnecessary transfer at Buffalo, and its freight rate being .02 of a mill instead of .31 on the deep waterway per ton mile, double freight over each mile of the 500 from Lake Erie to New York.

Eron common point on Lake Erie to

Erie to New York.

From common point on Lake Erie to common point off Olcott, sixty-six miles, and practically the same whether the Niagara ship canal goes by the LaSalle-Lewiston or by Tonawanda-Olcott with twenty-five miles of canal, cach will have nine locks. The 9,000-ton vessel will go by these from Lake Erie into Lake Ontario is given releven hours.

in nine or eleven hours.

It is thirty-eight miles to Charlotte, port of Rochester, which will be covered by the vessel at twelve and one half in less than five hours, and bring the 9,000-ton load to Rochester in less than lifteen hours.

The 1,000-ton barge will take over twenty hours in coming the over sixty

twenty hours in coming the over sixty miles of canal to Rochester by barge way ard several hours to pass the locks besides taking twelve of these and twelve hours of

delay to bring the same load.

It is 115 miles from Olcott to Oswego which the 9,000-ton vessel will pass in the open waters of Ontario in twelve and one half miles in nine hours, making nine plus nine, eighteen hours from Lake Erie to Oswego. The 1,000-ton barge by barge way will have to come across the state at least 150 miles for each of Oswego, taking over 50. 150 miles to get to Oswego, taking over 50 miles at three miles an hour, being over ten hours in passing the locks, besides reelay at Buffalo, or a total of seventy-two hours to bring the same load. And this the only way by which the 1,000-ton ba an enter Ontario and for any trip therein

The deep waterway from Oswego to Onondaga or Oneida lakes involve twenty-seven miles of waterway of which only seven miles
thirteen is canal, and six locks. It will
be two hours in the thirteen miles of canal,
a little over an hour in the fourteen miles
of canalized river and four hours in passing the six locks or a little over seven hours in coming from Ontario to either of the Central New York lakes. As the

the Central New York lakes. As the 0.000-ton yessel gets to Oswego in eighteen hours it will bring its cargo from Lake Eric to these Central New York lakes in twenty-five hours.

The 1.000-ton barge, or twelve of them to bring the same load, will occupy about soventy-five hours or three times as long besides unnecessary toll at Buffalo and deable freight for each nife of listance.

The 9.000-ton yessel will pass the

Wenty-one miles of Oneida Inke in two will go through the forty-six miles of preserved.

Wenty-one miles of Oneida Inke in two will go through the forty-six miles of preserved. The found the forty-six miles of preserved in the forty-six one-half miles in seven hours, atlowing one half miles in seven hours, atlowing one half miles of river to Troy and Albany at twelve and one half takes cight hears and passing sixteen locks at thirty seven minutes, twelve hours, making a crime to vote 'No' on canal referendum,' his point of view; and which led Mr. Carnegic to favor it, whose plants are at Conneaut, etc.

total on top of the twenty-five hours necessary to get to Oneida lake of two news are to get to Oneida lake of two plus seven, plus eight, plus twelve, twenty-nine hours, or the 9,000-ton load will came from Lake Erie to Albany and Tray and for New England transfer inside of afty-four hours. The 1,000-ton barge, or tweive of them to bring the same load, will require at least 142 hours.

If rapid transit and delivery of original cargoes at your own place of business is desirable, which point along the line is not beter served by the deep waterway than by the 1,000-ton barge.

waterway than by the 1,000-ton barg DEEP WATERWAY OR BARGE CANAL

ARTICLE IV.

FREIGHT RATES AND

Letter from John A. C. Wright to Rochester Democrat and Chronicle.

The freight rate on the deep waterway The freight rate on the test Board of Survey, will be .31 of a mill per ton mile for all domestic business, whether on the thirty or twenty-one foot way and for ex-

port business .28 of a mill per ton unite.

The freight rate claimed and calculated by the Greene-Symons Advisory Canal Committee was .52 of a mill per ton mile, but as in calculating cargo capacity on displacement, they omitted to take out the displacement, they omitted to take out the displacement of the vessel itself, we are obliged to revise their figures, taking from 1,055 tons displacement, the 255 of the vessel making it (1,055, minus 255, equals 800), a barge of 800 tons for cargo capacity or business. And they being thus off the true twenty per cent, at the start and described their estimates, we must rethroughout their estimates, we must revise the freight rate twenty per cent. making it as it will be .62 of a mill per ton mile, which is just double the freight rate on the deep waterway.

Now this extra .31 of a mill per ton mile,

Now this extra 31 of a min per for and cost of carriage on the barge way over the deep waterway, would make an item on 36,000,000 tons a year business, on the 500 miles from Buffalo to New York, of \$6,000,000; it being equivalent to \$12,000 per consequence. mile. In other words, the deep waterway will carry the \$36,000,000 business, the same as passed the Soo canals last year, for \$12,000 a mile less, or for \$6,000,000 for \$12,000 a mile less, or for \$6,000,000 less a year, and it also saves the sixteen and three-fourths cents a ton unnecessary transfer toli at Buffalo, which on 36,000,000 tons is another item of \$6,000,000. The deep waterway will do that business through and for the people of the state for \$12,000,000 a year less.

Now as the deep waterway will cost but \$200,000,000 and the barge canal \$101,000,000, this extra \$12,000,000 a year will pay the extra cost of the deep waterway

pay the extra cost of the deep waterway inside of a decade. -Or the transportation rate being made

Or the transportation rate being made on the deep waterway of .62 of a mill per ton mile, making it exactly and no more than the freight rate of the proposed barge way, yet allows .31 of a mill per ton mile, or on the 36,000,000 tons business, \$12, or on the 36,000,000 tons business, viz. 000 a mile, to go in as toll towards interest and sinking fund on cost. Such toll or revenue would pay for all carrying charges and liquidation of principal cost within fifty years, making it cost nothing to the people of the state, even if built by them. people of the state, even to a continuous or nothing to the nation, should it be a federal way and cost the people of this state nothing anyway, while the proposed barge way, which has no toll devised or the same freight. revenue capacity, will at the same freight bill cost the people of this state the origin-al sum of \$101,000,000 and on the fiftyyear plan as much again in interest, or \$200,000,000.

Which is it to the interest of this state

Which is if to the interest of this state to foster? A deep water way that may be rederal, and however built can pay for itself in fifty years with the same freight bill, or the 1,000-ton barge way, which has the same freight bill and only results in an expenditure or burden from and upon the people of this state of \$200,000,000

myway in fifty years?
Which would mark a half century of

Taking the same methods as to Ontario, Osewgo and the Central New York lakes of Onondaga and Onelda, it can be shown the Niagara deep waterway at \$43,000,000 will bring the 9,00-ton vessel into Ontario, can be brought to the Central New York lakes by Oswego for \$68,000,000, which is less than the barge way can be built to those points, from Lake Eric. That if the state is to construct either, it might bet'er construct the deep waterway at the same cost and with the same freight bill or charge of .62 per ton no waterway will save the \$6,000,000 unnecessary toll at Buffalo and over the 200 miles to these points at 12,000 per mile, another item of \$2,400,000, in other words by expending the \$68,000,000 for a deep waterway from Lake Erie by Ontario to Onondaga and Oneida lakes, the state will gain \$8,400,000 a year without costing anybody anywhere a cent more for

Has wisdom left her council board? Which would you rather pay, 16 3-4 cents toll to Buffalo end men or 16 3-4 cents toll to the public welfare?

And would you rather pay 16 3-4 cents a ton extra cost of carriage on an inferior way built at \$200,000,000 state expense,

The deep waterway, on the other hand, of 31 of a mill, just half barge way's, will bring the iron ore anywhere along the route, promoting just such plants on On-tario's shore, as on Lake Erie's; on the Central New York lakes, and in the Mo-hawk and Hudson valleys and along the

We do not wish to confine the pig busifor these upper lake plants such easy and cheap carriage that they will get more from it that way than in monopoly on pig iron distributed at higher rate.

Moreover, they make iron and steel on the lakes and would all along this route as cheaply as anywhere in the world, and with it, would sell to the world; iron and steel are now near the exportation point and would go out with cheap freights.

The steel trust has just built a plant at
Port Colburne, head of best existing way out to dominate the world; for like reason the Deering Harvester Company has one of its largest plants at Hamilton, Ont. With such deep waterway all existing plants and those created along it would be

as cheaply and effectively as any in the world. As stated, there are 500 vessels now of over 1,000 tons above Niagara, which could use the deep waterway, and not the barge way. And fifty-two stee steamers were built in 1901-2, and forty-one in 1902-3, against eighteen on the const. Such deep waterway would allow construction and sale anywhere in the world of such vessels for merchant and naval use, which 1,000-ton barge way can-

developed by deep waterway, and which barge way does not, will add greatly to the facilities in such iron and steel produc-tion and in all heavy manufacturing, that will occur, as a sequence thereto, along this channel; making it, not only a na-tional and international highway of com-merce, but a line of industrial develop-ment commensurate with the age and sit-

A vote for the barge way will postpone A vote for the ball tuch deep waterway forever.

J. A. C. W.

DEEP WATERWAY OR BARGE CANAL

AGRICULTURAL PROD. UCTS.

Letter from John A. C. Wright to Rochester Democrat and Chronicle. The center of grain production and of

secondary farming products has changed more or less, but the bulk of it still lies in the territory naturally, with equal transportation facilities, tributary to the Great Lakes basin. Without these, there is a wide margin of territory that will seek the nearer rail carriage to the South Alantic ports, and the Gulf ports by rail or water. While in this basin and along its natural outlet, the St. Lawrence, the consting waterways are superior to any we have, and superior to the 1,000-ton burge way, in that they are on the 14 feet or 3,000-ten basis. Legislation was also obtained at the last Congress for extension of the Chicago canal to the Mississippi on the same basis, and of a waterway from Lake Eric to the Ohio river, while the projected Georgian bay-Ollawa, on the twenty foot or 9,000-ton ds are likely, as the Reading ex

Existing ways do not insure our deep waterway will give a freight rate on export gain of .28 of a mill per tor

the price of wheat one cent a bushel; the query is, who gets the cent? Why should this state spend \$200,000,000 to save a cent for somehody else, when by censan get that for \$200,000,000 at so The 1,000-ton barge way perpetuates

sent conditions at great cost, which that the Western products come read-in the large vessels at cheap freight Buffalo, and are there dumped through es to dribble out by track way and the deep waterway the grain sies

their own products likewise, and make for the world's supremacy

deep waterway; vote down the

DEEP WATERWAY OR BARGE CANAL

ARTICLE VIII.

NAVAL SIDE.

Letter from John A. C. Wright to Rochester Democrat and Chronicle.

The only entry we have for boats into Onlario is at Oswego, present seven feet way, 240-ton boat; and the only change the 1,000-ton barge project will effect will be this entry and only for small gun ifter the long, slow overland journe 175 miles, about; whether from Lake Eric or from the Hudson, taking at least seventy-live hours. On the other hand, Great Britain has now her entry both ways, on the fourteen foot or 3,000 ton basis, allowing yessels of war or cruisers free entry, and contemplates a twenty one foot and such channels down to Ton awanda. The Niagara deep waterways would make an entry, with locks 600 by eighty feet, passing vessels of war of wide beam, in time hours from the Eric into Ontorio. The Oswero-Moliawk deep waterway likewise would permit an entry from the Hudson for these and the passage within twenty-five hours. We should

vessels of over 1,000 tons, now above Ni-agara, could as an improvised fleet meet any boats Great Britain could send up the

Such deep waterway would permit the lake shiparols, which now build as cheaply and effectively as any to construct naval vessels not only for the United States, but for any intion on earth. They could also, in case of a long war, and one coast blockaded by superior force, continue vessel construction, which would be sent out to overcome our fee. While with such channels in like case the lakes would become a verse hould. scome a sure harbor of refuge for the

strument in naval supremacy, superior to any, and an added arm of the service. In the Spanish-American war, through the courtesy of Great Britain, we were been less friendly then, such passage would not have been permitted; and it was at best a strain upon international comity, and perhaps of doubtful sanction conditions different, we would have been blocked and these vessels cooped, as those above Niagara are, so far as any way we have is concerned, inert and use-less. This should be a mortification to the people of the state and the people of the United States, and should not occur

from the deep waterway all vessels, merchant and naval, can freely go to and fro between the lakes and the seas; and the American flag be carried to every port. The 1.000-ton barge way, a state and local project, little betters present conditions, and is purile beside the national needs.

Every patriotic sentiment, as well as keen commercial instinct, demands a Ted-eral deep waterway, and not a state VOTE NO.

In the year 1901 the Boatmen on the Canals of the State of New York earned in all

\$974,874.70.

In order to enable them to earn this sum the State paid out of its treasury

\$3,308,741.79.

If the Barge Canal is constructed as provided by the pending bill, and if every estimate as to its cost, its traffic and its saving, made by its

\$3,676,228.39

And for this, allowing the cost of maintenance to be the same as in 1991, the State will have

\$10,652,415.79.

If there is any intelligent man who thinks it will benefit the State of New York, or any section thereof, or any city or town therein, or any citizen thereof, save only the beneficiaries of this most stupendous "graft" ever suggested, let him vote for the Barge Canal.

If not, if he is not a grafter, and if he has regard for his own interests, let him

VOTE NO.

The Grain Traffic.

The great argument in favor of the Barge Canal is that New York needs it for its Grain

The Railways charge for carrying a bushel of wheat from Buffalo to New York

Five Cents

The Canal Boatmen charge Four and a Half Cents

Shippers prefer railway transportation at Five cents over canal transportation at Four and a half.

The State gets from the Railways in taxes for every bushel of wheat they carry

One Quarter of a Cent The State pays to the canal for every bushel of wheat it carries

Four and eight-tenths Cents

Net cost per bushel transported by railroad, Four and three quarter Cents

Net cost per bushel transported by canal, Nine and three-tenths Cents Does it pay to spend five cents that the canal shipper may save half a cent?

Will it Pay to Borrow

\$101,000,000

To Build another and Bigger Canal?

YOU ARE CORDIALLY INVITED TO APPEND A

DUBLIC MEEDING

ALBANY CHAMBER OF COMMERCE

WHEN WILL HE HELD IN THE

SEPREME COURT CHAMBERS, CITY HALL.

WEDNESDAY EVENING OCTOBER 14rm, 1963, S P. M. THE RESTREE WILL BE DEVOTED TO

CANAL IMPROVEMENT

ME JOHN D. KERNAN, OF PRICE WHILE SPEAK IN PAYOR OF THE IMPROVEMENT

SENATOR MERTON E LEWIS, OF ROCHESTER WHEE SPRAM AMADEST IT

WE WILL OF GLAD PRINCIPALISMS ANY PROLINGS YOU MAY DESCRIPTION OF THE YOU.

Vote Against the Barge Canal Scheme.

Beneficiaries: The Speculators. The Contractors. The Padrones.

Who Pays for it? YOU!

IT MEANS HIGHER TAXES, DIRECT AND INDIRECT. HIGHER RENTS, HIGHER LICENSES, HEAVIER EXPENSES, WITH NO RETURN.

If You Bistoric Schapbaoks Using a Black Lead Pencil to Make Collection To Schopbaoks Collection To Schopbaoks Collection To Schopbaoks Collection To Schopbaoks Schopbaoks Collection To Schopbaoks Collection To Schopbaoks Schopbaoks Collection To Schopbaoks Federal expense out of surplus of customs and revenues remaining unchanged:

State Taxes Doubled FOR 50 YEARS

VOTE AGAINST THE

Barge Canal Grab!

Private Interests banded with corrupt political combinations, financed by Canal Contractors are making a campaign to get at the \$101,000,000.

DO YOU WANT TO BUY A

"GOLD BRICK?"

VOTE NO.

the Cross on Your Ballot

Resolutions Adopted by the Democracy of Monroe County, in Convention Assembled, at Roch ster, October 8, 1903.

"Resolved. That we, the Democracy of Monroe County in convention assembled, hereby declare our emphatic and unalterable opposition to the \$101,000,000 canal calargement proposition, to be submitted to vote at the coming election, for the following reasons:

"Piest-Reemse it is the most idiotic proposition that

"Plest—Recause it is the most idiotic proposition that was ever submitted to an intelligent people.

"Second—Recause the present capacity of the equal is far in excess of the demands made upon it.

"Third—Because the proposed canal enlargement, like nearly all other pathle lobs, would probably cost far more than the original appropriation) probably not less than \$300.000.000.

\$300,000,000.
"Fourth-Because lumding the state for this year sum would be imposing a gigantic and needless furder upon the present and several succeeding generations, without

any intequate return,

"Fifth—Because an enlarged or reconstructed emal would be most the Western states rather than the state of New York, and if it is to be built at all, the expense should

VOTE NO.

Make the Cross on Your Ballot.

Republicans & Democrats Alike Condemn the Proposed CANAL GRAB.

Resolutions Adopted by the Republicans of Dutchess County, in Convention Assembled At Poughkeepsie, October 3, 1903,

"Resolved, That the Republicans of Jutchess County hereby reaffirm their often-expressed opposition to the persistent attempt to create a new and more costly canal system in this State, which, if successibly can only advance the interests of favored localities at the expense of the whole, and contribute to the fortunes of individuals who have been so long pensioners upon the public bounty that they seem to imagine that the State owes them a living, and which, if it fails, as we believe it will, will entail a burden upon future generations, who will rise up to curse its misguided authors and promotors.

VOTE NO.

Using a Black Lead Pencil to make the Cross

VOTE NO.

\$974,874 70.

\$3,676,228,39

\$10.652,415 79

VOTE NO.

The Grain Traffic

Five Cents.

Four and a Half Cents.

Stapper a feet to the desired transportation at 1500 and transportation at 1500 and to tall

One Quarter of a Cent.

The Sous may make any for over a hindel of Euur and eight-ienths Cents.

The test has bushed transported by railroad, Four and three-quarter Cents.

net true per bushed orangement by manh-Nine and three-tenths Cents.

Will it Pay to Burrow

\$101,000,000

To Build another and Bigger Canal?

THE BARGE CANAL.

Questions Asked and Answered-of terest to Every Taxpayer.

Prof. Adelbert B. Hunt, of New York, son of Deacon F. B. Hunt, of Portage, and well-known in this vicinity writes us as follows: 29 King St., N. Y.,

Editor Nunda News, to answer for the benefit of your readers

these questions: First .- According to the provisions of the bill, what will be the tax upon each

\$1,000 of taxable property? and the city of Buffalo as apart from the remainder of the state?

the Pennsylvania railway in the interest

oreme in commercial matters, what ef-

against this proposed canal? Yours very truly,

Some of Mr. Hunt's questions necessar-

ily required the enlistment of a canal See also answer 6. might make many arguments.

a thousand for every 1,000 of bonds, but Orleans is growing naturally from the there are 101 of these and so we must fact, the Spring Wheat Territory is in cost will be borne by New York City and the city of Buffalo as apart from the remainder of the state?

The spring wheat Territory is in multiply, making 101 times 12 the yearly tax. With the fifty year plan promised, the state?

The spring wheat Territory is in the south middle west now, and its better steamship service.

There may be some attempt to add to country. But it can nearly do so, by the indirect taxes, whether direct or in-Fourth.—How can New York state direct, each citizen will pay his pro-rata stop the balance of export trade going to share of the immense total, directly or

fect will it have upon the general con- remedy for present conditions lay in dodition of the state and in what ways ing away with the railway differential would this effect the producer and ship- and the extortionate terminal charges

Sixth.—What, in your opinion, is the and inferior methods on present canal. strongest objection that can be urged The thousand ton barge project makes no change in these particulars and is no better for this than present canal, or completion of nine foot improvem ADELBERT HUNT.

with better towing and terminal method. authority and through the kindness and assistance of Secretary John M. Ives of the territory tributary to the Great Lakes e Rochester Chamber of Commerce we will send to New York. There is a wide proposed barge canal. Now I want you are able to answer the interrogations of margin of territory that without these the above letter, briefly, although one will take a nearer rail carriage to south Atlantic and to gulf by rail or water, but 1-Comptroller Miller has stated the with the superior way to New York this tax under Davis Bill, 17 year plan as \$.12/ will be avoided. See answer 6. New

yearly rate will be less but total about Its decline is relative and in cannot natmeet the discrimination in rates against the Port of New York made against it by uation is about 85 per cent of total state. wise advantage of its natural situation, and the possibilities. See answer 5 Growth in wealth and population of New stop the balance of export trade going to share of the immense total, directly or York, helps a state in its share of taxation and its addition to the capital and

make it grow more or less. The 1,000 ton barge project will make it grow less. See next.

6-The principal objection to the present canal referendum and the 1,000 ton harge is that it proposes at state expense of \$200,000,000, initial appropriation plus 50 year interest, to build a new shallow barge way, no better in annual capacity than present canals with improved locks and methods, and perpetuating present conditions of unnecessary toll and transfer at Buffalo, higher freight rates from there, slow passage; and that its first effect will be, being along present canal line and greater prism, that the work not being within the channel, as former improvements, which were rightly enlargements, will put our canal system out of business for at least a decade, driving business to rival routes, only to be regained by a superior way, which bargeway is not Even parallel rail lines carrying 2,200 ton train loads, and Canadian ways of 14 feet or 3,000 tons, and so are the projects from Chicago canal to Mississippi, and Lake Erie to Ohio river, and Georgian Bay 20 feet or 9,000 tons. It is a silly proposition, in view of fact, we have secured Federal Deep Waterway Surveys and completed all channels in accord therewith to Tonawanda in the last five years, which will bring the uniform 21 foot channels and the Great Lakes navigation to No York and 500 yessels of over 1,000 tos now cooped above Niamarkets. It is going to grow we can

ving transfer and toll at Buffalo, and king half freight rate, 31 of a mill per mile, against .62 on bargeway. On 36,000,000 tons lusiness capacity o as "Soo" had last year, the \$.161 per ton transfer charge at Bulialo, is an item of \$6,000,000 a year and the 31 of a mill on this is \$12,000 a mile, saved ver bargeway, another item of \$6,000,000 on 500 miles Buffalo to New York Thus adlicient to carry its cost, with no mo freight bill than bargeways, by tolls adusted; and can thus be secured and beter by State alone at less expense than ,000 ton barge project. The Niagara Deep waterway is but 12 miles, cost but \$43,000,000, less than bargeway to Rockester, and that is all we have to construct nd maintain to bring the 9,000 ton vessel here or anywhere on Ontario and water borne commerce 200 miles nearer

New York. Then too, for rapid transit delivery. he 9,000 ton vessel can come here from Raffalo in 16 hours by it; to Oswego it 25; Onondaga or Oneida Lakes 32; Troy and Albany 52; New York 64. By bargeway, same load is delayed 12 hours to ransfer to 12 of these so-called 1,000 ton arges which are really 800, the canal numittee making an error, and will take esides, over 20 hours in passage here of 5 to Onondaga, Oswego and Oneida, 140 Albany Troy and 183 to New York.

Such deep waterway in its natural lines in be constructed in from 3 to 5 years. methods of Chicago Canal of which we have had lantern slides, without disturbng our present canal system, until ready a do business and then we will be dove tailed with it. Meantime holding traffic this way and useful factors in transpor

Its export rate on grain will be .28 per on mile. It will make New York the rade funnel of the Continent and anowers all your queries and the requirenents both commercial and naval of the ation as well as the State, and at no expense to the State.

To adopt canal referendum now up, ostpones the deep waterway forever.

BARGE CANAL

George W. Rafter Proves That It Would Drive Small Boat Men Out of Business. Proposed Enlargement of the Ditch Would Cost Nearly as Much as a Ship Canal.

A fresh batch of circulars has been A fresh batch of circulars has been prepared by the Chamber of Commerci, setting forth in terse form several very strong arguments by George W. Rafter, C. E., against the proposed barge-canal graft. He points out in a ciear, cenerisa way, many defects in the proposed plan for deepening the canal for use by 1,000-ton barges.

In the first, place the locks should be in barges.

In the first place the locks should be feet dera instead of 11, as is proposed, keep the barkes from overloading. Mr. after demonstrates that there is great feulty in keeping any canal level be a feet the could be feet in the feet of the feet in the feet in the feet in the feet in the feet is a feet times.

i figures are also given rela

No Authority to Compromise,

where G. H. Raymond of Buffalo repeats is former proposition for a canal policy gesting a barge canal from Buffalo t Syracuse, to be built by the state, and ship cannl from the Niagara river to Lake Ontario, and thence to the Hudson to be built by the Federal governmen

The obvious difficulty with the propoattion is, that Mr. Raymond is not authorized to make it; nor is there any way of bringing it before the people this fall. The immediate issue is the approal of the Bostwick-Davis bill, which provides \$101,000,000 for a barge canal; and that blocks the way.

If Mr. Raymond be in carnest, and if s he authorized to speak for the interests behind the barge canal project, let him join the rest of us in defeating the Bostwick-Dayls bill; and then go before the next legislature with the compromise Mr. Raymond assumes that the con

romise would suit Rochester; but there is no reason to suppose so. The oppos ion to the barge canal scheme here, and very other canal scheme suggested, is losed on the fact that we want a deep aterway through the state and that n urvey has ever been made for such route. The state should not build shallow canal by the natural route, and re nation should not build a deep cana by a roundabout route, until we have non a survey to determine whether it is ensible for either to build a deep cans y the best route,-that through New York from Lake Erio to the Hudson. Let us not be rushed, as we were enshed several years ago, into any half-

dittons of the problem, and then act. A little thinking before we act may save much repentance after we have acted. Sot the barge canal project on the

MR. RAYMOND'S OPINIONS.

Editor Post Express: thefering to your issue of October 15th, wish to thank you for the courteous way which you treated my previous comot seem to be thoroughly understood by

he can get. This being granted, can there e any possible reason in the world why ou should not endeavor to obtain not only ship canal which some of your peop m to want, but also the 1,000-ton barg ester knows is absolutely necessary for the ation of the present traffic of you

and over to get the national government to take up the ship canal proposition, exactly on the route which your people want, which is around Niagara Falis, through ake Ontario, down the Mohawk valle if this proposition should ever be carrie If this proposition should ever be carri-out, and if your people consider it of valu of course spare no pains to carry through, but certainly your people shou support the 1.00-ton barge canni proposiwhich the ship canal can never possibly d as your city's hastness by canal is almost entirely in the section between Buffalo and Syracuse which a ship canal, of course

would never accommodate.
If a ship canal were built, barge cana extension from Syracuse to Buffalo I equally vital to the best interests of the state, and that is the section in which you people are especially interested. Buffa has no desire for snything except the cheapest possible transportation from the lakes to the sea, and if through the efforts of your people the ship canal can be built, she will never put a straw in the way of

its heing carried out.
The position hawever, which we do take is this: It is now possible to build the 1,000-100 barge cannil, there is at present no possibility of building the ship canal, therefore, let us authorize the building of the barge canal, and first construct that portion west of Syracuse to Buffalo and then if your people are successful in get-ting concress to take up the slip conal and build it, Rochester will have secured business community should in this day

G. H. Raymond. Buffalp, October 21st.

ADVERTISER: FRIDAY OCTOBER 23 1903.

RAFTER ON BARGE CANAL QUESTION

Well Known Civil Engineer Discusses It at Length.

Gives Many Important Reasons Why a Barge Canal Should Not be Constructed in New York State.

Barge Canal as It is Proposed to Construct It Would be Out of Business Large Portion of Time Because of Breaks.

George W. Rafter, one of the bes known civil engineers in the state, and a man well qualified to speak on the subject, gives many important reasons f opposition to the proposed barge canal, in the following paper: In a recent publication, the Rochester

Chamber of Commerce has given extracts from various papers showing why it is not desirable to construct a barge canal. The reasons, while clearly given, are at considerable length. In the present dis-cussion the writer will give a number of further pertinent arguments, but mostly without going into the rationale, to any barge canal are apparent to anybody who

ins paid attention to the discussion that ing the last three months.

(1). In the first place, it is proposed to make the depth on the mitre sill of locks only eleven feet, because, as it is alleged, this will prevent boats overloading. But in making this objection it has been entirely overlooked that it is difficult to the control of locks only a short distance apart, from fluctuating at least one foot. A boat loaded to ten feet draught, with a nectuation in the level of canal of one foot. paded to method in the level of canal of one root, will therefore be on the mitre sill and in great danger of wrecking. The mitre sill is that if a barge canal is constructed from Buffalo to New York, there will be from Supplementation and the supplementation of the canal to the supplementation of the supplementatio the same as the depth of the canal.

material, can be loaded on boats in Can-ada and carried to Syracuse, the first and nearest point where there are ample manufacturing and shipping facilities without breaking packages. This point aione is worth considering and when we stop to think that one firm manufactur-ing paper in the city of Fulton spends. \$25,000 a year because the pulp wood which it imports from Canada has to be reshipped at Oswego, we can see what

AN ERROR CORRECTED.

(3). In the Review of Reviews, for

but untruthful, statements therein. Generally, this article is characterized by a narrowness of view which is phenomenal. The author had evidently not seen the Deep Waterways Report and other necessary literature. Space will not permit of noticing all of the errors therein contained and only one is selected by way of literature.

illustration.

The statement is made that in case deep waterways is built a special barge would have to be designed and transhipment would have to be continued as shipment would have to be continued as at present. The author of this article ought to know that there are now boats of from 8,000 to 9,000 tons burden and drawing 18 to 19 feet of water, which would navigate this waterway without any change wha ever. The preferable depth of deep waterways, as proposed by the Beard of Engineers on Deep Waterways, is 21 feet.

NEW PLEET AT ENORMOUS COST. (4). In case the barge canal should be constructed, a new fleet must be cre-ated at an ultimate expense of from 000 to \$10,000,000. So far as the SUL,000,000 to \$40,000,000. So far as the writer knows, there is not in existence anywhere a boat of the type proposed to be used on the barge canal. But there is a fleet capable of handling from 40,000,000 to 50,000,000 tons per year already in existence on the Great Lakes. therefore, the burge canal is con-structed, we not only throw away the use of this fleet, but we have to create a new fleet and at the same time pay

(5). In same deep waterways should be constructed and the lake fleet liber-ated to the sea freight rates would be materially lower than by barge canal productive work twelve months each year instead of eight months as at pres-ent. On the approach of winter, the lake set would pass from Lake Erle to New ork in less than three days.

the expenses of transferring cargoes. Is

THANKS EXTENDED.

(6). In a pamphlet, The Canal System but the shallowness of water in harbors great extent. Generally speaking the reasons herein given for opposing the barge canal are apparent to anybody who which took the place of the 10-foot canal and locks, maintained by the State of Michigan at Sault Ste. Marie, and the improvement of other waterways. It is also stated that the outcome of making deep waterway at Sault Ste. Marie has been a vast increase in take con

(2). In the Canal Improvement Text Book, issued by The Canal Improvement State Committee, it is stated on page 160 that "the so-called Lake Ontario route" for an improved canal between Lake Delay and the traffic and traffic and the traffic and the traffic and the traffic and the traffic and tr (2). In the Canal Improvement Text Book, issued by The Canal Improvement State Committee, it is stated on page 160 that "the so-called Lake Ontario route" for an improved canal between Lake Erle and the Hudson river, has received careful investigation by the business interests of the state and has been rejected because Lake Ontario cannot be navigated in the spring and fall, as insurance rates are prohibitive. It seems that the advocates of canal improvement are not very consistent, because in the Syracuse Evening Herald, of Wednesday, May 13, 1903, it appears that one of the leading advocates of the barge canal said:

"Few people realize that with the Oswego canal improved and the Seneca river canalized that the products of Canada, its lumber and all of its rich material, can be loaded on boats in Canada and carried to Syracuse, there are ample.

ESTIMATES INADEQUATE,

(7). The barge canal estimates are in-adequate in that they do not provide for concrete core walls in embankments, Lackport. For nearly this whole dis-It appears from the foregoing that Lake
Ontario is not navigable, as per the Canal
Improvement Text Book, but nevertheless
Improvement of Canal advocate holds out
to the city of Syracuse that the forest
to the city of Syracuse that the city of Syracuse that there is perfectly work, with heavy embankments
on the lower side. The topography is
such that there is no way of avoiding
these. During the last thirteen years
there has been on the state canals, with
only 7 feet of water, an average of about to the city of Syracuse that the forest products of Canada can be loaded on boats there and carried to Syracuse, the nearest point where there are ample manufacturing and shipping facilities, without breaking packages. Moreover, it is held out that a single firm at Fulton now expends \$25,000 per year in reshipping pulp wood which it imports from Canada, and they will save this by having a boat which is amply able to cross Lake Ontario. It is contradictory evidence of this character which leaves one in doubt as to whether the Canal Improvement Committee really appreciates from 12 to 15 per cent, of the total tim each year on account of breaks, even if there is reduction in the due to less length of barge canal in has been made by the most vigorous op-ponents of the barge canal.

| Mark than of Eric canal we may still expect anywhere from 5 to 6 per cent. Even at this rate in a canal searson of 230 days, we may expect a deten-tion of from twelve to fifteen days on ac-count of breaks in the navigation season of each year, and this is enough to prethe barge canal will continue to be, as the Erie canal is at present an unim-portant factor in the transportation of

an expense of several million dollars and when estimated upon was found to be so great that the engineers of the barge canal shrunk from assuming the responsibility of it.

Stamled P.

Stamled P.

(18). Summing up the whole matter, when New York state gets through with its present irrational and uneconomic iterated the statement that deep water-

slon and has been repeated by advocates of a barge canal until the most of them really believe it is true. The following statistics from the Report of the Bureau (15) As one object. of Statistics, just issued, may serve to

to build the barge canal, current reports indicate that the Dominion of Canada will immediately build the Georgian Bay COST OF SPECIAL TYPE OF BOAT. canal, with depth of twenty-one feet, with the result that the commerce of the west will be forever lost to the city of New York. The barge canal advocates have been posing as the friends of the city of New York, and its opponents have

cost of the new fleet to be created, the cost of harbors, lowering mitre sills to twelve feet, concrete core walls in em-bankments, elevators and slips for the use of the special fleet required for the barge canal, and other special expenses not enumerated, we find the cost of barge canal about the same as deep waterways and without any compensating advantages. None of these special expenses are necessary in case deep waterways is built, because the estimates therefor include everything required.

(12). It would be an economic error to the requirements of commerce already in

MOHAWK RIVER FLOOD.

(13). The engineers of the barge cana of Mohawk river will not exceed, during the navigation season, 35,000 cubic feet least twice this quantity. This oversight is the more pronounced because competent engineering authority pointed out at the time the inadequacy of the flood estimate, but the estimate was reduced to save expense on the ground, apparently, that probably it was "a good enough

UNRESTRICTED NAVIGATION.

(14). It has been intimated (in some of the preceding paragraphs) that the line of the proposed barge canal from Buffalo to Oswego river is not the proper line for such a canal. It is true it is an all with route, but this is not necessar trolling condition is rather that the navigation be in deep, unrestricted water. This condition is best met by locking, by the shortest route from Niagara river to Lake Ontario, which can be accomplished in less than twelve miles. Once in Lake Ontario there is unrestricted navigation to Oswego for 112 miles, and from Oswego twenty-two miles, and thence by

cold Statistics different.

(3) In the final summing up of the whole matter by the Canal Improvement Committee it is stated that year after year the port of New York has been steadily losing its proper share of the export and import traffic of the country, and its growth in manufacturing and industrial enterprises has not kept pace with sister states in proportion to her natural advantages. This proposition that the foreign commerce of New York is falling away was definitely formulated by the New York Commerce Commission and has been repeated by advocates and and the contact and at the contact and t

IN CASE OF WAR.

(15). As one objection to the Lake Onof Statistics, just issued, may serve to set the gentlemen straight on this matter. In the fiscal year just ewided the exports from New York amounted to \$505,000,000, an increase of \$158,000,000 over 1893. A comparison of seven Atlantic seaports is as follows: In case the barge canal is built on the

In regard to the increase of the two southern ports, New Orleans and Galveston, it is very largely due to the high price of cotton in 1903. It is evident that this staple, which is extensively grown in 1903. Wilson and Olcott, which are without in Texas and Louisiana, will naturally go to nearby ports and will not in any case come to New York.

Moreover, New York is ahead in imports, In 1903 her trade amounted to \$618,000,000, while the imports at all the other Atlantic ports combined was only or appliances, at the first blast or war with Great Britain. Moreover, a feet and the first blast or war with great Britain. \$618,000,000, while the imports at all the other Atlantic ports combined was only \$203,000,000, an excess at New York of \$415,000,000 over all the other ports. So long as it is possible for New York to make such a showing as this it does not seem necessary to spend much money in maintaining her supremacy. It is already maintained by the logic of events, and is so firmly established that it cannot be seriously affected by any possible changes.

NEW YORK CITY WILL LOSE.

(9). In case New York should conclude (9). In case New York should conclude special safety with the canal on the in-

have been posing as the friends of the city of New York, and its opponents have been classed as her enemies. But a result of this character would be a real calamity, which the so-called friends of the barge canal may well hesitate to bring upon the city of New York.

((10). The proposed deep waterways is in every way a preferable project because with twenty-one feet of water it will permit of a boat of 8,600 tons capacity, whereas the barge canal, twelve feet deep, only permits a boat of 1,000 tons capacity. Should we build the barge canal we have in effect a canal only one-ninth the capacity of deep waterways. take into account the cost of tran-(ii). When we take into account the lime lost by the barge boat in transhipment and in traversing a shadow canal also taking into account capitalization We find that IT REALLY COSTS OVER \$60 PER NET TON OF CARGO TO \$60 PER NET TON OF CONVEY FREIGHT BY THE BARGE FALO CANNOT AFFORD TO KEEP A TOLL-GATE.

ABOUT TAXATION.

(17). In the various discussions pro and con of the barge canal project, much has been said as to the burden of taxation. and it has been urged that because the property values of New York City and Buffalo are greatly in excess of the balance of the state, that therefore if New York and Ruffalo demand a barge canal they are entitled to it because they pay a much larger per cent, of state tax

According to the equalization table for the year 1903, the total equalized value of real and personal property in the state of real and personal property in the state of real and personal property in the state of the year of their port of the people of the state has derived of their port of the people of the state has derived of their port of the people of the state has derived of their port of the people of the state has derived of their port of the people of the state has derived of their port of the people of the state has derived on the people of the sta than any other locality. of New York is \$5,754,400,382. The value of property in Erie, Kings, Nassau, New York and Richmond counties is \$4,048,-965,565. Hence, the property in these five

Probably, if direct taxation were either holished or likely to be abolished, there night he some slight measure of justice in the preceding view, but it is tolerable certain that with the considerable in crease to follow construction of the barge nal that the direct tax will not be fallacy of the preceding view lies in as suming that because the aggregate taxa-tion of these two localities exceeds the balance of the state that therefore the taxation is unimportant to the other localities. Attention is called to the fact that taxation is based on property values and not on localities. If, therefore, the barge canal increases the taxation on the realty values of any individual, what ever they may be, without returning him some benefit, there is an injustice. done which the state ought not to

works injury to every agric

and deep, to Onelda lake and the fall of New York To Inches a the community. In discussing the matter with The Standard of Onelda lake, which is broad and new of the heaviest taxpayers in the community. In discussing the matter with The Post Express correspondent this morning he said.

NEW YORK STATE'S BURNING ISSUE.

Anyone forming his opinions upon the

plaintive appeals made by the press of

ratification, next month, of the act au-

thorizing the construction of a thousand-

ton barge canal from the lakes to the Hudson would almost inevitably conclude

tion, and that the affirmative side. But

n other portions of the state another spie

has been discovered, and the discoverers

are presenting it with much vigor and

plausibility. Opposition to the scheme seems to divide itself into two camps, those

who see no returns commensurate with

cost from the opening of another big ditch of whatever character across the state, and

of a deep waterway wholly or in part at

those who are anxious for the construction

The Rochester Chamber of Commerce Is

working strenuously in behalf of the latter

project, and refers to the other enterprise

The press of that city seems to largely

sympathize with and support the position taken by its leading business organization yet we should assume that if the proposed

its favor. It is located directly upon the

scattered along the way it would naturally

get the lion's share of them; but it lacks

faith in any such solvent. It must be re-

the Erie over only about one-third of the

route and it would run with little consid-

eration for the towns of the state, the barges being designed for through freight

only. For instance, its line runs nearly two

miles north of Utica, and many of the towns and cities that have been built along

the Erie would find themselves side-tracked

One expert says that "a barge canal

yould draw from better use all the avail-

tter to transfer this water into electric ower to be used on the present canal."
Furthermore, the barges are estimated to
iraw eleven feet of water while the largest

oats on the Hudson draw only eight, and

his would make a perpetual expense for redging the seventy-five miles between

Albany and Poughkeepsle, something for

which no allowance has been made in the

estimate of operating expenses or in the original cost of construction. Finally, it

s claimed by a prominent opponent, that will take from twelve to twenty years

tric roads will probably have made it

meless. In a number of the counties both republicans and democrats have incorpo-

ted in their platforms planks denouncing

ions of the state remote from the line

of the proposed canal that are strong in opposition. All along the route, through both the Mohawk and Hudson valleys, pro-

ooks as though it might be a trial of vot-

and Buffalo on the one hand, and the rest

of the state on the other. The sentiment of the towns and cities along the route is undoubtedly in favor of a deep waterway.

he Rochester Chamber of Commerce

yould much prefer to see the \$101,000,000,

truction made the basis of such a scheme

lions more, on a plan of whose honesty as

whether the last state of their port under

than it is at present .- Boston "Transcript."

well as efficiency a large and respectable

which figures as the estim

finish a barge canal, and by that

able water in the state, besides turning

along the banks of an abandoned ditch.

old Erie, with improvements, for it tou

membered that this canal it not to be the

anal promised the advantages claimed for

ute, and if there were any favors to be

as parochial and provincial.

that there was only one side to the que

New York city and Buffalo for a popula

So Oncida County Favors B Rock post Septet 2 IN AD JOINING COUNTY OF MADISO. OPPOSITION IS STRONG.

> And Elsewhere in Central New York, an In Western New York, the Anti Sentiment is Strong Where No Special Interests Are Involved.

> > From a Staff Correspondent.

Oneida, Oct. 23 .- Starting here to-day, a vigorous campaign against the proto be waged for the next eight days through Central New York and the Mohawk valley as far east as Scheneetady under the direction of the Rochester Chamber of Commerce, West of Rochester and as far east as Syracuse, the campaign has been well underway for weeks, and a canvass of the situation in those sections has revealed an overwhelming sentiment against the barge canal project, except in places like Lockport and Medina, which have special local interests to advance in favoring the

Here in Madison county the canal it self is not a factor in the situation, as the proposed route through Oneida lake practically takes it out of the county. 'As a result everything here tends to support the claim so often advanced by the anti-bargers that practically no individual or community in the state favors the barge canal unless some personal or local interest is to be conserved.

Conservative estimates place the prohere is well outlined by Samuel Maxon one of the editors of the "Democratic gan that has been opposing the gan that has been opposing the barge canal measure. Said Mr. Maxon to the representative of The Post Express:

NOT A PARTY QUESTION.

"The question here is not a party question. I have visited every town in the county and find the sentiment overwhelmingly opposed to the canal steal. State Senator Gates, of Chittenango, has announced himself against it and Assemblyman Hoadley is opposed to it. While the republican and democratic county conventions have had nothing to say either way, the leaders on both sides are working against it. Madison county Pomona grange has passed resolutions condemning it in strong terms. The members unanimously pledged themselves to do all they could to defeat it."

Only two newspapers in Madison county are supporting the barge canal proposition. They are the "Oneida Despatch" and the "Mcrrisville Leader." The "Oneida Despatch" is one of the two republican papers in this place. The other republican organ, the "Post," is "on the

patch," agrees with Editor Maxon of the "Union" that the vote of Madison county will be overwhelmingly in opposition to the barge canal, but says the pro-canal vote will reach 3,000. He believes, he says, that there is more of a canal sentiment in this city than anywhere else in the county and that the vote here will be about equally divided. The ques tion, he says, is exciting interest throughout the county, the large regis-tration indicating a heavy vote. Editor Childs places his reasons for supporting the barge canal on general grounds. In with The Post Express correspondent this morning, he said:
"I believe the barge canal will be

good thing for the entire state. The Eric canal, in its day, served a splendid pur-pose. All it needs now is to be enlarged

SUSPICION OF A STEAL

ess men of Oneida city and the bulk of the farming population of Madi-son county would vote against the barge canal proposition because they believed it to be a steal. Mr. Childs said he heartily favored a ship canal, but did not think the Federal government could be brought to construct it.

Robert Baker, a prominent democratic Robert Baker, a product of the politician of Oneida county, and associated with Editor Maxon in the publication of the "Democratic Union," told The Post Express correspondent this morning that the pro-canal managers had started in to buy the newspapers of Madison County to their support.

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"By provisions of the law," said Mr.
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notices in two of the papers of Madison county at a cost of \$800. Instead of complying with the law they have inserted the notices in seven of the nine newspapers in the county at a cost of \$2,500. This is not a case of 'sour grapes' on my part. They had to give it to our paper, because we published the session laws. But we refused to sell ourselves to them."

One of the stanchest opponents of the sarge canal proposition in Oneida county W. E. Northrup, former cashier of the lew York city custom bearing of the York city cus

GROUNDS FOR OPPOSITION.

'I am opposed to the barge cana proposition because I can't see how it is going to bring about any commercial improvement, and because I can't see anything in it but a big steal. "Even if the project were feasible in this era of graft the railroads would still have the advantage and continue to do the business."

There is a surplus of labor and wealth in this country and the latter inust aid in the support of the former. If I were sure that labor would get what should come to it out of so vast a public work, I would gladly pay my

share of the taxes. It igh urden, either for larger invested in real tax collector can get at a the laborer would not g he did the \$9,000,000 since Tilden broke up t My vote is not going to another ring." City Chamberlain Rob asked for an opinion o

"Besides the Despatch to can learn, no one in A favors the barge canal ex Horn, dealer in phonogrand politics and inspector feeder that runs through Charles E. Remiels, the andidate for mayor of On spoken in his expre

IN ONEJDA COU

This city is situated in northeastern part of Mad almost on the line between Onelda countles. Editor C Onelda "Despatch," says I much time to investigation "Demogratic Union." the opinion. The reason given 000,000 would be spent in the the construction of the ir course of the Mohawk river imer to a point near Rome, canal, if constructed, will ru the valley of Wood creek, ne. lel with that stream, until

struction of an entirely new waterway through Oneida county, the pro-canalers

It is asserted that the old canal is not to be abandoned through the county, but will continued to be operated. Sen-

Marcy grange, of Oneida count the only grange in the state that passed resolutions in favor of the

Thousands of anti-barge canal of Commerce, were distributed this city to-day. For the ne days Rome, Little Falls, Amster Schenectady will be floeded williterature. With the extension work into the Mohawk valley, th ester Chamber of Commerce is a ing an active fight against the canal throughout the state, with ception of the Hudson river coul Greater New York. The work sections is in charge of the N Sinte Anti-Barge Canal commi

Voting Against the Barge Canal. The Interest in the municipal campaign

in Rochester and the unfamiliarity of many voters with the method of voting by ballot machine are in danger of rendering difficult a complete expression of sentiment upon the barge canal proposi-

No effort should be spared by the committee in charge of the anti-canal campaign to effect such an organization for proach the polls without being reminded of his opportunity to vote upon this impertant question. Instruction how to record a vote against the canal grab should also be furnished every citizen of Rochester.

It ought to be possible to enlist a force of taxpayers, whose interest in defeating the hundred million dollar appropriation so intelligent and keen, sufficient to provide two workers for every one of the 73 precincts in Rochester, The possibility of having to pay taxes for the rest of

anal. All that is needed to reduce this contiment to votes, is a little simple, practical attention to the instruction of voters from now on, and especially on

election day. If an earnest appeal is issued by the committee for volunteer workers against the canal grab, we believe it will be met with a prompt and ample response. Ort. 2 4.

TO THE VOTERS OF MONROE COUNTY.

Gentlemen-Tuesday next, the 3d of No-vember, you are to decide by your vote whether you want to be taxed for fifty years your share of a sum aggregating indreds of millions of dollars for the con do not. We believe you desire to use all honorable means to defeat so nefarious a

see to it that the vote registered be got out?

The Tron Times.

Troy, N. V.,

Agninst the Barge Canal.

Rochester, N. 13. Oct. 21.

Editor Troy Times:
The partisans of the 1,600-ten bargeway show an expenditure in your county of several millions and ask your proseveral millions. As

\$1,000, house and lot or farm.

Formit me to present through you to
your readers that the federal deep waterway, which, but for the opposition of the
partisons of the 1,000-ton barge, would
readily be fullt, promotes without any
lex on the results of this state on exreadily be built, promotes without any lex on the people of this state an experiture in your neighborhood for tidal Hadson of \$5,345,333, being tetween Troy and Albary \$2,875,614 and from Albary to deep water at Coxsackie \$3,09,779, and also an expenditure from Albany to Schenectady of \$10,520,341, of which about \$10,000,000 will be in locks and over \$1,000,000 in 000 will be in locks and over \$1,000,000 in is, making five of these; one, thirtee high; two, fifty; one, forty-cight, an seventy-five, with the immense water

r to promote industry. This experience of the promote industry. This experience of the promote industry. This experience of the promote in th With

lecretary Rochester Secretary Rochester Chamber one hundred merce. | Shall chapter one hundred merce. | Low hundred and three cutities. That is a dangerous argument that therement barse canal men are making in the ad-ad, and vertisements they are placing in the ded upo barge canal men are making in the ad-ad, vertisements they are placing in the ad-

papers of the state in the hope of helping the graft along. The substance of, , their plea is "vote yes on the canait question and a pile of money will bes expended in your county," Newspaper advertising costs money, and the heavy expenditure which the barge canal men! are making proves that private funds e are being spent in the hope of a barge x canal victory. Private money is not ispent save where larger private benefit is is expected in return Vote NO on the re-

lower left hand corner of the face of the nchine, directly under the pointers is the Republican column, a politic stand-ing horizontally between the word "yes" and "ne." The question referred to the

"Shall chapter one hundred and fortyseven of the laws of nineteen hundred and paign to effect such an organization for canal, the Oswego canal and the Cham-pain canal, and providing for the sub-proach the polls without being reminded

you wish to vote for the building to barge cause and the expenditure of my your sum of money, move the pointer If you wish to vote against the barge

ush the pointer down until it rests over A draft of the politer and the position the question and the manner of voting es" or "no" is given herewith:

is thus enabled to register his vote on the canal ancede at before making his party selection. It is not necessary to vote the party ticket first to open the canal vote me nanism.

There has been issued from Buffalo. NOVEMBER 2, 1903 the expend the sum of \$101,000,000 lids its ship canal, that the people of

Second Ward " independence."

Their Clasing Meeting.

Fifth Ward Democrats.

Italian-Americans for Culler.

pport the entire republican ticket.

omen's Educational and Industrial un

i in February, one of the features

ch will be a voting contest betw

Daniel Shepardson, Ph. D., yesterday a

vinner will receive a diamond ring.

R. Bach and C. J. Anlelewssi,

sarge canal having Buffalo for one es termini, Modest Buffalo! yor. Typographical union, 15, has In taking a position at this time in The executive committee of the Mold-

union, has decided to ask its mem- | " continues this exponent of Buffaers to support James G. Cutler for dan modesty-who is, by the way, Mr. The Shoemakers' union has indersed H. Raymond, of the Buffalo Board of and the assembly's declaration in favor of the ade-"the ship canal people are, of se. likely to defeat all possible imvement of water transportation in The Second Ward Independent club follow at all. The ship canal can Indorsed Patrick Quirk for super constructed without any reference atever to the failure or success of the ere canal scheme. If the ship canal The last political meeting of the car mign will be held by the social dem position is not strong enough to win people of New York to holster it up th an expenditure of \$101,000,000, just popularize the const business in this

'A fallure to improve the present ca-There will be a meeting of the Fifth I means its abandonment," says Mr. ard Permanent Democratic club this mond. In the first place, a failure to prove the present canal means nothing on day plans will be discussed and a the kind; and, in the second place, if il attendance of the members is urged. I is to expend \$101,000,000 on it, then ought to be abandoned. If the pres-Fifth ward Italian-Americans met at ermania hall Saturday night, listened addresses by Nicola Colucci, John J. everon, James Clancy and Charles E. stiffcation for the proposition to ex-Fifth ward Italian-Americans met allahan and then voted to indorse and all this money in replacing it with parge canal. The present canal, hower, is not used for a fourth of its Two democratic meetings were held in Tying capacity. It is too slow; the e Seventeenth ward on Saturday night. Iroads outstrip it in directness and exspeakers were Major William S lition; and there is no reason to exit that when the proposed barge cahad been completed, after fifteen or enty years, the railways would not FOR TEACHERS' BENEFIT I be found proportionately as much in Endowment Fund of S30,000 to be Raised vance of transportation by water as ly are to-day.

The teachers of this city have planned to at any rate, the proposed barge canal also an endowment fund of \$30,000 for the d the dimly prospective ship canal are d of aged and retired members of the pro- t interdependent propositions. They separate; and each should stand or on its merits. If the advocates of ship canal can succeed in convinc Ol lend its aid. For the purpose of rals-Congress that the government ought construct a ship waterway that would ord transportation facilities for the ater part of New York State-except Malo-all well and good. If the pres-A benefit performance for the fund will Eric Canal were taxed beyond its be given in one of the theaters on the Fri-iay afternoon following Thanksgiving day. mc capacity and there were an hones: MT, HOLYOKE ALUMNAR MEET lifelal, demand for its enlargement or astermation late the thousand ton Luncheon and Eusiness tession of Wests ge canal-and if the people of the te desired to pay and were willing to The Western and Central New York Mt. Helyoke association held its annual meet-\$101,000,000 to construct such a waterng at the Powers hotel on Saturday. Offi- '; which had been shown to be ders were chosen as follows: President, Mrs. Henry W. Conklin, of Rochester; dec-presidents, Misa Harriet E. Andrews, , ded because of the incapacity of the ting canal-under such condition barge canal advocates might appea Rochester; Miss Estelle Taylor, Buffalo Mrs. Wheeden, Syracuse; Mrs. Fitch, Con he people with arguments based or

adalgua; secretary, Miss Margaret Kuch- facts; and the people would be able er. Elmira: treasurer, Mrs. George Bard fecide the question as a simple bus At 1 o'clock luncheon was served. In the a proposition, Under existing condi-



held each week day at 3.30 p. m. Yes day he discussed the prophecy of Joel. ROE COUNTY Mrs. George Streeter and son Charles, of 903

o Donver, Kamous City and Contago a Adelle Nolle gave a birthday party rity of her filonds, at her home, is a street, or Saturday.

E. Thompson, 61 Champlain street, it. W. Russell, of 131 Hudson avenue, returned from the Adirondacks with deer as troplines of the hunt, and Mrs. S. C. Sieweri and Missard, of Penn Yan, accompanied by Mrs.

les, where they will spet d the winter.

Leorge R. Carter, who has been appointed by President Roses

Experiment of Hawaii by President Roses

Throwing back the curtain over the one's life to fill the pockets of the canal front of the machine locks the mechanism contractors ought to be a powerful inann records the vote for or against the centive for work on election day. canal enlargement. If using the machine, There has been much discussion of the pell the lever down to "No." This can be done before registering the ticket vote, canal question by the press of this city, with the result, we believe, that the senas the mechanism controlling the canal timent of this community is almost manimous in opposition to the barge

when estimated upon was found to be so great that the engineers of the barge canal shrunk from assuming the re-

traffic of the country, and its growth in manufacturing and industrial enterprises has not kept pace with sister states in proportion to her natural advantages. This proposition that the foreign commerce of New York is falling away was definitely formulated by the New York Commerce Commission and has been repeated by advocates of a barge canal until the most of them really believe it is true. The following statistics from the Report of the Bureau of Statistics, just issued, may serve to set the remotes a graph of the projection to the proportion of the committent of the committent

of Statistics just issued may serve to of Statistics, just issued, may serve to set the gentlemen straight on this matter. In the fiscal year just ended the exports from New York amounted to \$505,000,000, an increase of \$158,000,000 over 1893. A comparison of seven Atlantic seaports is as follows:

to build the barge canal, current reports indicate that the Dominion of Canada will immediately build the Georgian Bay canal, with depth of twenty-one feet. New York, The barge canal advocates

cost of the new fleet to be created, the cost of harbors, lowering mitre sills to twelve feet, concrete core walls in em-bankments, elevators and slips for the use of the special fleet required for the barge canal, and other special expenses not enumerated, we find the cost of barge canal about the same as deep waterways and without any compensating advantages. None of these special expenses are necessary in case deep waterways is built, because the estimates therefor include everything required.

(12). It would be an economic error to the requirements of commerce already in

MOHAWK RIVER FLOOD.

(13). The engineers of the barge canal of Mohawk river will not exceed, during least twice this quantity. This oversight is the more pronounced because competent engineering authority pointed out at the time the inadequacy of the flood estimate, but the estimate was reduced

UNRESTRICTED NAVIGATION.

(14). It has been intimated (in some of the preceding paragraphs) that the line of the proposed barge canal from Buffalo for such a canal. It is true it is an all downhill route, but this is not necessarily the chief determining condition in the location of such a channel. The controlling condition is rather that the navie shortest route from Niagara river to Lake Ontario, which can be accomplished in less than twelve miles. Once in Lake Ontario there is unrestricted navigation to Oswego for 112 miles, and from Oswego twenty-two miles, and thence

about 200 miles from Buffalo, having passed through only the twelve miles of standard canal from La Salle to Lewiston. The barge canal advocates have reliterated the statement that deep water-

NEW YORK STATE'S BURNING ISSUE.

Anyone forming his opinions upon the

New York city and Buffalo for a popular

ratification, next month, of the act au-

thorizing the construction of a thousand

that there was only one side to the ques

tion, and that the affirmative side. But

has been discovered, and the discoverers

are presenting it with much vigor and

plausibility. Opposition to the scheme

who see no returns commensurate with

cost from the opening of another big ditch of whatever character across the state, and

those who are anxious for the construction

The Rochester Chamber of Commerce is

working strenuously in behalf of the latter project, and refers to the other enterprise

The press of that city seems to largely

sympathize with and support the position taken by its leading business organization yet we should assume that if the proposed

canal promised the advantages claimed for t that the city would be enthusiastically in

ute, and if there were any favors to be

scattered along the way it would naturally get the lion's share of them; but it lacks

faith in any such solvent. It must be remembered that this canal it not to be the

the Erie over only about one-third of the route and it would run with little consid-

eration for the towns of the state, the barges being designed for through freight

only. For instance, its line runs nearly two

miles north of Utica, and many of the towns and cities that have been built along

the Eric would find themselves side-tracked

One expert says that "a barge canal

yould draw from better use all the avail-

otter to transfer this water into electric

aw eleven feet of water while the largest oats on the Hudson draw only eight, and

ibany and Poughkeepsie, something for

and Buffalo on the one hand, and the rest of the state on the other. The sentiment

adoubtedly in favor of a deep waterway.

The Rochester Chamber of Commerce

than it is at present .- Boston "Transcript."

ower to be used on the present canal."

along the banks of an abandoned ditch.

old Eric, with improvements, for it tou

as parochial and provincial.

of a deep waterway wholly or in part at the expense of the Federal government.

Exports | Exports | In 1903 | Increase, | In In regard to the increase of the two southern ports, New Orleans and Galveston, it is very largely due to the high price of cotton in 1903. It is evident that this staple, which is extensively grown price of cotton in 1903. It is evident that this staple, which is extensively grown in Texas and Louisians, will naturally go to nearby ports and will not in any case come to New York.

Moreover, New York is ahead in imports. In 1903 her trade amounted to \$618,000,000, while the imports at all the other Atlantic ports combined was only \$203,000,000, an excess at New York of \$415,000,000 over all the other ports. So long as it is possible for New York to make such a showing as this it does not seem necessary to spend much money in maintaining her supremacy. It is already maintained by the logic of events, and is so firmly established that it cannot be seriously affected by any possible changes.

NEW YORK CITY WILL LOSE.

(9). In case New York should conclude the logic of the politic than the property. The argument, therefore, of special safety with the canal on the intention and Olcott, which are without military protection. By locating the barge canal on the intention and Olcott, which are without military protection. By locating the barge canal on the intention route, we invite the invasion of Monroe, Orleans and Niagara Counties at the first blast of war with Great Britain. Moreover, a lieutemant of artiflery can, with medient canal of war with Or war with Great Britain. Moreover, and in feet the invasion of artiflery can, with medient canal of the first blarge canal on the intention and on the intention route. We love the invasion of Monroe, Orleans and Niagara Counties at the first blarge canal on the intention of Monroe, Orleans and Niagara Counties at the first blarge canal on the intention route. We love the invasion of Monroe, Orleans and Niagara Counties at the first blarge canal on the intention of Monroe, Orleans and Niagara Counties at the first blarge canal on the intention of Monroe, Orleans and Niagara Counties at the first blarge canal on the intention of Monroe, or at the third shot strike the canal of the lorder of war with Great Britain. Moreover, and a flect feel invasion of artifician Monro (9). In case New York should conclude special safety with the canal on the in-

the result that the commerce of the will be forever lost to the city of York. The barge canal advocates been posing as the friends of the f. New York, and its opponents have New York. The barge canal advocates have been posing as the friends of the city of New York, and its opponents have been classed as her enemies. But a result of this character would be a real calamity, which the so-called friends of the barge canal may well healtate to bring upon the city of New York.

((10). The proposed deep waterways is in every way a preferable project because with twenty-one feet of water it will permit of a boat of \$,600 tons capacity, whereas the barge canal, the low cost of \$18 per ton of cargo for a feet of four such boats. The deep waterways boat, as per ton of cargo for a feet of four such boats. The deep waterways boat, as per ton of cargo for a feet of four such boats. The deep waterways boat, as per ton of cargo for the Board of Engineers. of \$,600 tons capacity, will cost, if made strong enough to withstand occan navigation, \$387,000, or a cost per cargo capacity, whereas the barge canal, the Report of the Committee on Canals. This estimate placed the average cost at \$18,000 per boat, or at \$18 per ton of cargo for a feet of four such boats. The deep waterways boat, as per ton of cargo for the board occan navigation, \$387,000, or a cost per cargo capacity, will cost, if made strong enough to withstand occan navigation, \$387,000, or a cost per cargo capacity. Will the have control to the Report of the Committee on Canals. This estimate placed the average cost at \$18,000 per boat, or at \$18 per ton of cargo for a feet of four such boats. The deep waterways boat, as per ton of cargo for a feet of four such boats. The deep waterways boat, as per ton of cargo for a feet of four such boats. The deep waterways boat, as per ton of cargo for a feet of four such boats. The deep waterways boat, as per ton of cargo for a feet of four such boats. The deep waterways boat, as per ton of cargo for a feet of four such boats. The deep waterways boat, as per ton of cargo for a feet of four such boats. The deep waterways boat, as per ton of cargo for a feet of four such boats. The deep waterways boa ment and in traversing a shallow canal also taking into account capitalization

ABOUT TAXATION.

(17). In the various discussions pro and con of the barge canal project, much has been said as to the burden of taxation. and it has been urged that because the property values of New York City and Buffalo are greatly in excess of the balance of the state, that therefore if New York and Buffulo demand a harge canal they are entitled to it because they pay a much larger per cent. of state tax

than any other locality.

According to the equalization table for the year 1903, the total equalized value of real and personal property in the state of New York is \$5,754,400,382. The value of property in Erie, Kings, Nassau, New York and Richmond counties is \$4,018,-965,555. Hence, the property in these five

Probably, if direct taxation were either abolished or fikely to be abolished, there crease to follow construction of the barge fallacy of the preceding view lies in as suming that because the aggregate taxa-tion of these two localities exceeds the balance of the state that therefore the taxation is unimportant to the other localities. Attention is called to the fact that taxation is based on property values and not on localities. If, therefore, the barge canal increases the taxation on a realty values of any individual, who ever they may be, without returning him some benefit, there is an injust done which the state ought not to

works injury to every agric

and deep, to Onelda lake and the ag Onelda lake and the ag Onelda lake, which is broad and the ag of the Central bank of this city and one deep enough. By this route boar we have the cast end of Onelda lake, as the community. In discussing the matter with The passed through only the twelve miles of the heaviest taxpayers in the community. In discussing the matter with The Post Express correspondent this morning has the cast of the New York state gets through with the New York state gets through with the New York state gets through with

So Oncida County Favors B Canal Project.

A oct for replet 2

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in Western New York, the Anti Sens timent in Strong Where No Special Interests Are Involved.

From a Staff Correspondent.

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It ought to be possible to enlist a force of taxpayers, whose interest in defeating the hundred million dollar appropriation is intelligent and keen, sufficient to provide two workers for every one of the 73 precincts in Rochester. The possibility of having to pay taxes for the rest of one's life to fill the pockets of the canal contractors ought to be a powerful incentive for work on election day.

There has been much discussion of the canal question by the press of this city, with the result, we believe, that the sontiment of this community is almost unanimous in opposition to the barge anal. All that is needed to reduce this sentiment to votes, is a little simple, practical attention to the instruction of voters from now on, and especially on

election day. If an earnest appeal is workers against the canal grab, we beample response. QC, 24,

TO THE VOTERS OF MONROE COUNTY.

Gentlemen-Tucsday next, the 3d of November, you are to decide by your vote whether you want to be taxed for fifty years your share of a sum aggregating hundreds of millions of dollars for the construction of a barge canal. We believe you do not. We believe you desire to use all onorable means to defeat so neferious a

Will you each be a committee of one to see to it that the vote registered be got out? We have a local pride in that Monroe county, headquarters of opposition to the barge capal, will roll up a record majority against the proposed mistaka if

issued by the committee for volunteer the seat of much specious and misleadlieve it will be met with a prompt and scheme, a peculiar plea on behalf of the

barge canal and an appeal to "honest support the pTHE POST EXPRESS: this exponent of Buffawho is, by the way, Mr. pecially to the me

support the pendi "honest ship ca sured that the ' can secure adec tion for the stat of the ship cans to insure the su ceived from Many Points.

In support pointed out that VIGOROUS CAMPAISH BY ROCHESTER built, it will o CHAMBER OF COMMERCE. around Niagara Work of Enlightening Voters as to then furnish

the Merits of the Measure to be all the sect Passed Upon To-morrow Has cuse, but it in the cold Reports received here from those parts the state between Buffalo and Albany should supr Buffalo figur orts of the Rochester chamber.

Ballot Sys was issued for a state anti-barge canal convention in this city on July 21st.

Delegates were present from forty counties and of a fictitious and of a fictitious and for Candidates. DIVISION OF THE WORK,

find one and so he opened the close on in A special ballot are not every voter before in This ballot reads a

last legislature of a measure providing to heaven through the stopper. The r one hundred and forty set

ast legislature of a measure providing to heaven through the stopper for one hundred and forty-set interior counties from Buffalo to Albany, of the incapacity of the or its retention.

Marcy grange, of Oneida county, man who stole Mr. Flannagan's papers bun of not to exceed one I in the Hudson river counties and New he only grange in the state that ha had red hair. On a hook were the queer improvement of the Eric C York city. Lewis P. Ross was made advecates might appear on the through in canal, and providing for chairman and John M. Ives, secretary of the grange.

In the fine providing for the incapacity of the inca NO. the year nincipen hundred and three," be a ber.

down to await their return. Mr. Flair

agan wanted a match. He could be

or to continue the search. The

the barge canal and the expenditure of

If you wish to vote against the barge

the question and the namer of voting en" or "no" is given herewith: Throwing back the curtain over the front of the machine lucks the mechanism and records the vote for or against the canal enlargement. If using the machine, pull the lever down to "No." This can be done before registering the ticket vote,

There has been issued from Buffalo, ing discussion of the proposed canal

the state expend the sum of \$101,000,000 for a barge canal having Buffalo for one of its termini, Modest Buffalo!

eme. If the ship canal of strong enough to win is preposterous to ask York to bolater it up re of \$101,000,000, just canal business in this

prove the present caandonment," says Mr. first place, a fallure to at canal means nothing in the second place, if improve the present ca-\$101,000,000 on it, then hat have been canvassed by the Roch-ister Chamber of Commerce in opposi-ion to the barge cural bill, seem to ould be some shadow of tion to the parge capat bill, seem to point to the defeat of the measure at the polls to morrow. If this result is obtained it will be larkely due to the ef-The opposition of the Chamber of Commerce to the barge canal does not spring from antagonism to water transportation. For six years the chamber has been promoting the proposed Federal ship waterway and clews the present measure as a stumbling block in the way of this project. The chamber believes that if there is to be no Explorate ship.

sat if there is to be no Federal ship and the best way to improve the predeepening it to nine feet. The campaign has been waged solely against the barge canal, and net against water transportation in general. Much of the credit for the work that has been accomplished should.

3. If the advocates of sork that has been accomplished should be given to President Thomas W. Dunn, an succeed in convincional state Schatter Merion E. Lowis, Treasparer L. P. Ross, of the state anti-barge canal committee, John A. C. Wright and Secretary John M. Ives. The work against the barge canal was segun by the chamber to July. A call and good. If the pres-At a meeting of the committee in New York it was decided to divide the work in the state by giving over to the Rochester Chamber of Commerce the direction of the campaign to be waged in the interior counties from Buffalo to Albany, the state committee to oversee the work the state committee to oversee the work

Then began the work of educating the estion as a simple busi-Under existing condiprinted matter have been distributed beween Buffalo and Albany, The cities nd villages covered are Dunkirk, Nia-ara Falls, Tonawanda, Lockport, Gas-A villages co.

gra Falls, Tonawanda, Loempontart, Middleport, Medina, Alblon, Holley, Kendall, Brockport, Fairport, Palmyra, Newark, Lyons, Clyde, Sayannah, Port Byron, Jordan, Weedsport, Syracuse, Canamota, Oneida, Rome, Herkimer, Littagan Canamota, Oneida, Rome, Herkimer, Littagan Fonda, Amsterdam, Schenecking Production of Circumstantial Control of Control

The chamber has made every possiace two cards will be placed for the ofthe Eric ustruction of the voters, and seventy-intention in the University of Roch-providing istruction of the voters, and seventy-iree students in the University of Roch-ster have been engaged to man each recinct and hand to each voter a rinted slip requesting his vote again no barge canal.

TWO MEETINGS TO-NIGHT.

Tasnight there will be two anti-bar Italian, who is now studying law

of distributing literature. The chan also sent a representative to Canada to make a study of the Canadian cana system. Four persons have been em-ployed at the office of the chamber for two months, in the work of mailing lite Secretary Ives said this morning tha

in his opinion, the opposition to the barge canal project had been spreading rapidly since the chamber began its work, while the ranks of the pro-canal-

ers have been depleted. "The pro-canalers," continued Secretary Ives, "have not presented a single logical argument since the campaign started. All of them have some selfish terest to conserve, directly or indirect-In Buffalo the pro-capal sentime to-morrow. I was in Buffalo yesterday long forget to vote No and was much encouraged by the information I received. In New York city materials to be a very substantial vote substantial vote support against the largest control of the control of th ople up there that will make itself felt !

t-hand corner must be pulled down.

COUNTY

[+0+5+3+6+6+6+6+0+

which no allowance has been made in the estimate of operating expenses or in the original cost of construction. Finally, it If you wish to vote against the proposi-tion to build a barge canal at a cost of \$101,000,000, and against appropriating epublican organ, the "Post," is "on the PLEASE REMEMBER.

(iii). When we take into account the live lost by the barge boat in transhipclaimed by a prominent opponent, that will take from twelve to twenty years patch," agrees with Editor Maxon of the finish a barge canal, and by that time "Union" that the vote of Madison county ectric roads will probably have made it necess. In a number of the counties both publicans and democrats have incorpowill be overwhelmingly in opposition to the barge canal, but says the pro-canal vote will reach 3,000. He believes, ester Chamber of Commerce is conductiff you wish to vote for the bargs canal ing an active fight against the bar Fels-Naptha Soap; can active light against the ball Fels-Naptha soap; can throughout the state, with the ception of the Hudson river counties cam in the house; Greater New York. The work in the smells; no rough sections is in charge of the New Y, sections is in charge of the New Y, state Anti-Barge Canal committees, hrivelled hands. ted in their platforms planks denouncing he says, that there is more of a canal we find that IT REALLY COSTS OVER 800 PER NET TON OF CARGO TO CONVEY FREIGHT BY THE BARGE sentiment in this city than anywhere else in the county and that the vote here ns of the state remote from the line will be about equally divided. The ques-CANAL. The whole matter is pithily expressed by the statement; "BUF-FALO CANNOT AFFORD TO KEEP of the proposed canal that are strong in opposition. All along the route, through both the Mohawk and Hudson valleys, pro-Voting Against the Barge Cambe colored wash brighter A TOLL-GATE." Childs places his reasons for supporting ooks as though it might be a trial of vot-

of Statistics, just issued, may serve to set the gentlemen straight on this matter. In the fiscal year just ended the exports from New York amounted to war with Great Britain cases of war with Great Britain cases. ter. In the fiscal year just ended the exports from New York amounted to \$505,000,000, an increase of \$158,000,000 over 1893. A comparison of seven Atlantic seaports is as follows:

seaports is	as follow	8.1	
	Exports in 1893.	Exports in 1903.	Increase
New York.	\$347,000,000	\$505,000,000	\$158,000,00
Boston	85,000,000	88,000,000	3,000,00
Philadelphia	49,000,000	73,000,000	24,000,00
Baltimore	71,000,000	81,000,000	10,000,00
Savannah	20,000,000	54,000,000	31,000,00
New Orleans	77,000,000	149,000,000	72,000,00
Calmeton	97 000 000	101.000.000	67,000,00

southern ports, New Orleans and Galveston, it is very largely due to the high price of cotton in 1903. It is evident that this staple, which is extensively grown in Texas and Louisians, will naturally military protection. By locating the go to nearby ports and will not in any barge canal on the interior route, we

case come to New York.

Invite the invasion of Monroe, Origans
Moreover, New York is ahead in tmand Ningara Counties at the first blast ports. In 1902 her trade amounted to \$618,000,000, while the imports at all the other Atlantic ports combined was only \$203,000,000, an excess at New York of the canal at South Greeco, and a fleet \$415,000,000 over all the other ports. So long as it is possible for New York to make such a showing as this it does farther away from the lake shore, troops not seem necessary to spend much money in maintaining her supremacy. It is already maintained by the logic of events, and is so firmly established that It cannot be seriously affected by any their versels in from twelve to fourteen

NEW YORK CITY WILL LOSE.

NEW YORK CITY WILL LOSE. properly. The argument, therefore, of special safety with the canal on the inbuild the barge canal, current reports terior route is absord. will immediately build the Georgian Bay canal, with depth of twenty-one feet, with the result that the commerce of the west will be frances before the special type of boat required for west will be forever lost to the city of New York. The barge canal advocates have been posing as the friends of the city of New York, and its opponents have been classed as her enemies. But a result of this character would be a real calamity, which the so-called friends of the barge canal may well hostiate to the barge canal may well hostiate to the city of New York.

bring upon the city of New York.

((10). The proposed deep waterways is in every way a preferable project because with twenty-one feet of water it will permit of a boat of \$,600 tons capacity, whereas the barge canal, twelve feet deep, only permits a boat of 1,000 tons capacity. Should we build the barge canal we have in effect a canal only tons capacity. Should we build the barge canal we have in effect a canal only one-ninth the capacity of deep water-

(11). When we take into account the twelve feet, concrete core walls in embankments, elevators and slips for the use of the special fleet required for the barge canal, and other special expenses not enumerated, we find the cost of barge canal about the same as deep water-ways and without any compensating ad-vantages. None of these special expenses. are necessary in case deep waterways is oullt, because the estimates therefor t

create a new fleet for barge canal opera-

(13). The engineers of the barge canal have estimated that the maximum flood of Mohawk river will not exceed, during the navigation season, 35,000 cubic feet per second. Nevertheless, a flood has occurred during the last few days of at tent engineering authority pointed out at the time the inadequacy of the food estimate, but the estimate was reduced to save expense on the ground, apparent-

UNRESTRICTED NAVIGATION.

(14). It has been intimated (in some of the preceding paragraphs) that the linof the proposed barge canal from Buffalo to Oswego river is not the proper line for such a canal. It is true it is an all downhill route, but this is not necessarily the chief determining condition in the location of such a channel. The con-trolling condition is rather that the navi-gation be in deep, unrestricted water. This condition is best met by locking, by shortest route from Niagara river to Lake Ontario, which can be accomplished in less than twelve miles. Once in Lake and not on localities. If, therefore, the barge canal increases the taxation on the realty values of any individual, what-Ontario there is unrestricted navigation Oswego for 112 miles, and from Oswego to Three Rivers Point, the course may be by the broad Oswego river, a distance

the future.

The remedy for this is to place concrete cere walk in all embandments. By this route board of a concrete cere walk in all embandments. By this route board of the heaviest taxpayers in the dominated upon was found to be so great that the engineers of the barry special and the engineers of the barry special because large ships along he said:

COLD STATISTICS DIPPERENT.

(2) In the final summing up of the canal improvement committee it is stated that year after year the port of New York had been esteredly tooling its properties. Committee it is stated that year after year the port of New York had been esteredly tooling its properties that the deep waterways project. In the deep waterway project. In the final summing to the country and its growth in manufacturing and industrial enterprises has not kept poor with states that the industrial enterprises has not kept poor with states and understand with states takes in proportion to her manufacturing and industrial enterprises has not kept poor with states and understand with states takes in proportion to her manufacturing and industrial enterprises has not kept poor with states and the proportion to the manufacturing and industrial enterprises has not kept poor with states and understand with states that the final continuity of the proportion to the manufacturing and industrial enterprises has not kept poor with states the board and against the deep waterway. Belt will find provide the states in proportion to the manufacturing and industrial enterprises has not kept poor with states the board and against the deep waterway. Belt will find provide the states in proportion to the manufacturing and industrial enterprises has not kept poor the proportion to the manufacturing and industrial enterprises has not kept poor the proportion to the manufacturing and industrial

n miles of the take at South Greece,

railes west of Rochester within ten t

destroy many million dollars worth of

vantage that the deep waterways boat could not overcome it. But when we take into account the cost of tran-

shipment at Buffalo and New York and

ed of the deep waterways boat, and

time lost by the barge boat in tranship-ment and in traversing a shalow canal

we find that IT REALLY COSTS OVER

CANAL. The whole matter is pithit;

FALO CANNOT AFFORD TO KEEP

(17). In the various discussions pro and

been said as to the burgen of and it has been urged that because the property values of New York City and property values of the excess of the

Buffalo are greatly in excess of the balance of the state, that therefore if New York and Buffalo demand a barge

canal they are entitled to it because they

pay a much larger per cent. of state tax than any other locality. According to the equalization table for the year 1963, the total equalized value

of property in Erie, Kings, Nassau, New

Probably, if direct taxation were either

abolished or likely to be abolished, there might be some slight measure of justice

In the preceding view, but it is tolerably

canal that the direct tax will not be

fallacy of the preceding view lies in as-suming that because the aggregate taxa-

tion of these two localities exceeds the

that taxation is based on property values

ever they may be, without returning him some benefit, there is an injudence which the state ought not to petrate. Moreover, the barge canal returning the state of the state o

balance of the state that therefore the

York and Richmond countles is \$4,048,

tion of the state,

ABOUT TAXATION.

Anyone forming his opinions upon the plaintive appeals made by the press of New York city and Buffalo for a popular In case the barge canal is built on the ton barge canal from the lakes to the proaches within five miles of Lake Ontarlo for considerable distance, and even if built on the southern route, is within tion, and that the affirmative side, But in other portions of the state another sale For topographical reasons which can-not be overcome, its location is for sixty are presenting it with much vigor and plausibility. Opposition to the scheme seems to divide itself into two camps, those who see no returns commensurate with cost from the opening of another big ditch those who are anxious for the constru of a deep waterway wholly or in part at the expense of the Federal government. The Rochester Chamber of Commerce Is working strenuously in behalf of the latter

sympathize with and support the position taken by its leading business organization yet we should assume that if the proposed anal promised the advantages claimed for that the city would be enthusiastically in ute, and if there were any favors to be the Eric over only about one-third of the ute and it would run with little consid barges being designed for through freight only. For instance, its line runs nearly two the Eric would find themselves side-tracked along the banks of an abandoned ditch.

One expert says that "a barge canal would draw from better use all the availble water in the state, besides turning the Mohawk into a ditch. It would be far better to transfer this water into electric ower to be used on the present canal ore, the barges are estimated to raw eleven feet of water while the largest oats on the Hudson draw only eight, and would make a perpetual expense for dredging the seventy-five miles between Albany and Poughkeepsie, something for which no allowance has been made in the timate of operating expenses or in the original cost of construction. Finally, it is claimed by a prominent opponent, that will take from twelve to twenty years o finish a barge canal, and by that time lectric roads will probably have made it ess. In a number of the countles both

So it does not appear to be alone the ections of the state remote from the line . All along the route, through both the Mohawk and Hudson valleys, pro-nounced antagonism is developing. It ooks as though it might be a trial of votthe state on the other. The sentimen the towns and cities along the route is uld much prefer to see the \$101,000,000, which figures as the estimated cost of conther than see it wasted, with many mi llons more, on a plan of whose honesty as well as efficiency a large and respectable portion of the people of the state has perfdoubts. Even the people of New York may well pause and ask themselves a proposed conditions would not be worse

NEW YORK STATE'S BURNING ISSUE.

project, and refers to the other enterprise as parochial and provincial. The press of that city seems to largely scattered along the way it would naturally aboved that this cenal it not to be the old Erie, with improvements, for it touches on for the towns of the state, the illes north of Utica, and many of the towns and cities that have been built along

publicans and democrats have incorpoated in their platforms planks denouncing

se five | than it is at present.-Boston "Transcript."

a vigorous campaign against the pro posed enlargement of the Eric canal is to be waged for the next eight days through Central New York and the Mohawk valley as far east as Schenectady. under the direction of the Rochester Chamber of Commerce, West of Book. ester and as far east as Syracuse, the campaign has been well underway for weeks, and a canvass of the situation in those sections has revealed an overwhelming sentiment against the barge canal project, except in places like Lockport and Medina, which have special local interests to advance in favoring the

project. Here in Madison county the canal it self is not a factor in the situation, as the proposed route through Oneida lake practically takes it out of the county. As a result everything here tends to support the claim so often advanced by the anti-bargers that practically no ind ual or community in the state favors the barge canal unless some personal or lo-cal interest is to be conserved. Conservative estimates place the pro-

canal vote in Madison county at about 200 out of a total of 10,000. The situation one of the editors of the "Democrat Tinlon" a semi-weekly democratic or representative of The Post Express:

NOT A PARTY QUESTION.

"The question here is not a party ques tion. I have visited every town in the county and find the sentiment over-whelmingly opposed to the canal steal. State Senator Gates, of Chittenango, has announced himself against it and As-While the republican and democratic county conventions have had nothing to say either way, the leaders on both sides are working against it. Madison county Pomona grange has passed resolutions condemning it in strong terms. The members unanimously pledged themmembers unanimously pledged them-selves to do all they could to defeat it."

Only two newspapers in Madison county are supporting the barge canal proposition. They are the "Oneida Despatch" and the "Morrisville Leader." republican papers in this place. The other republican organ, the "Post," is "on the

W. Stanley Childs, editor of the "Des patch," agrees with Editor Maxon of the "Union" that the vote of Madison county will be overwhelmingly in opposition t the barge canal, but says the pro-canal vote will reach 2,000. He believes, he says, that there is more of a canal sentiment in this city than anywhere else in the county and that the vote here will be about equally divided. The ques-tion, he says, is exciting interest throughout the county, the large regla the barge canal on general grounds. tion with The Post Express cor-

"I believe the barge canal will be a good thing for the entire state. The Eric canal, in its day, served a splendid pur-All it needs now is to be enlarged

SUSPICION OF A STEAL

Editor Childs admitted that many of the business men of Oneida city and the bulk of the farming population of Madicanal proposition because they believed it to be a steal. Mr. Childs said he heartily favored a ship canal, but did not think the Federal government could be brought to construct it.

Robert Baker, a prominent democratic politician of Oneida county, and asso-

clated with Editor Maxon in the pub tion of the "Democratic Union," told The Post Express correspondent this mornfrost Express correspondent this morning that the pro-canal managers had started in to buy the newspapers of Madison county to their support.

"By provisions of the law," said Mr.

Baker, "these canal confirm the same con-Baker, "these canal grafters were em-powered to insert the election

notices in two of the papers of Madison county at a cost of \$800. Instead of complying with the law they have inserted the notices in seven of the nine newspapers in county at a cost of \$2,800. This is not a case of 'sour grapes' on my part. They had to give it to our paper, because we published the session laws. But we re-

fused to sell ourselves to them."

One of the stanchest opponents of the barge canal proposition in Oneida county

cal grafter would gobble it, just as he did the \$3,000,000 appropriation. Politi-cal conditions haven't improved much My vote is not going to help to create

Chamberlain Robert Hill, when asked for an opinion on the situation Besides the Despatch man, as far as

and politics and inspector of the canal feeder that runs through here." Tharles E. Remick, the democrati additate for mayor of Onelda, was out spoken in his expression of opposition to the barge canal bill.

Horn, dealer in phonographs, peanuts

IN ONEJDA COUNTY.

This city is situated in the extreme almost on the line between Madison and counties. Editor Childs, of the much time to investigation of the situation in Oneida county, and he pre dicts a small majority there for the barge canal. Editor Maxon, of the "Democratic Union," the anti-barge canal organ, is inclined to the sam the construction of the improvem The barge caual, as proposed, would not follow the route of the Erie canal course of the Mohawk river from Herkmer to a point near Rome, the barge canal, if constructed, will run through the valley of Wood creek, nearly parallel with that stream, until it reache Oneida lake. The course is through the center of Oneida county. This con-struction of an entirely new waterway through Oneida county, the pro-canalers ay, will be a great boon to business men

ERIE TO REMAIN.

It is asserted that the old canal is not to be abandoned through the county, but will continued to be operated. Sen ator Gates procured the passage by the

Marcy grange, of Onelda county, is the only grange in the state that has passed resolutions in favor of the barge

Thousands of anti-barge canal circu-ars, sent out by the Locuester Chamber of Commerce, were distributed through this city to-day. For the next few days Rome, Little Falls, Amsterdam and octady will be flooded with this ure. With the extension of the filterature. With the extension of the work into the Mohawk valley, the Rochester Chamber of Commerce is conduct ception of the Hudson river counties and Breater New York. The work in these sections is in charge of the New York State Anti-Barge Canal committees,

Voting Against the Barge Canal.

The interest in the municipal campaign in Rochester and the unfamiliarity of many voters with the method of voting by ballot machine are in danger of rendering difficult a complete expression of sentiment upon the barge canal proposi-

No effort should be spared by the committee in charge of the anti-canal campaign to effect such an organization for of his opportunity to vote upon this important question. Instruction how to record a vote against the canal grab should also be furnished every citizen of

It ought to be possible to enlist a force of taxpayers, whose interest in defeating the hundred million dollar appropriation is intelligent and keen, sufficient to provide two workers for every one of the 73 precincts in Rochester. The possibility of having to pay taxes for the rest of one's life to fill the pockets of the canal contractors ought to be a powerful incentive for work on election day.

There has been much discussion of the canal question by the press of this city, with the result, we believe, that the sentiment of this community is almost unanimous in opposition to the barge canal. All that is needed to reduce this sentiment to votes, is a little simple, practical attention to the instruction of oters from now on, and especially on

election day. If an earnest appeal is issued by the committee for volunteer workers against the canal grab, we believe it will be met with a prompt and ample response. QCT. 26.

TO THE VOTERS OF MONROE COUNTY.

Gentlemen-Tuesday next, the 3d of November, you are to decide by your vote whether you want to be taxed for fifty-years your share of a sum aggregating ndreds of millions of dollars for the cor struction of a barge canal. We believe you do not. We believe you desire to use all honorable means to defeat so nefarious a

see to it that the vote registered be got out? We have a local pride in that Monro county, headquarters of opposition to the barge canal, will roll up a record majority against the proposed mistake. If you vote on a machine, see to it that you turn down the pointer to the word, NO, which you will find at the lower left hand corner on the machine. Please do this immediately you enter the booth lest it be forgotten. If you vote with a ballot see to it that you make a cress opposite the word. NO. with a black lead pencil. A mark with a pen or with a colored pencil invalidates your

Every vote is needed, and every man, serious monetary loss. Go to the polls Yours respectfully

Thomas B. Dunn. Chamber of Comm

HOW TO VOTE ON

Post, Tops John M. Ives. Rochester, October 27th.

NO.

If you wish to vote against the propo-

tion to build a barge canal at a cost of \$101,000,000, and against appropriating that amount of money for the purpose, yete "ne" by making a cross inside of

make a cross mark in the square opposite the word "Yes." The ballot will be placed in the box

is a similar manner to the ballot for cau-didates for office, after delivery to the polling clerk with the musted ballots. In Rochester and other places where

the voting machines are in use, the voter on entering the machine will find at the lower left hand corner of the face of the machine, directly under the pointers in the Republican column, a pulner stand-ing horizontally betwien the word "yes" and "no." The quistion referred to the

"Shall chapter one hundred and forty-

seven of the laws of nineteen hundred and

in the year nineteen hundred and

you wish to rate for the building e barge canal and the expenditure of

rds until it rests over the word

a yast sum of money, move the pointer

If you wish to vote against the barge

ush the pointer down until it rests over

druft of the pointer and the position

Throwing back the curtain over the

and records the vote for or against the

canal enlargement. If using the machine,

full the lever down to "No." This can

be done before registering the ticket vote,

as the mechanism controlling the canal vote is already unlooked, and the voter is thus enables to register his vote on the canal amend at before making his party selection. It is not necessary to you the party ticket first to one, the

front of the machine locks the mechanism

the question and the manner of es" or "no" is given herewith;

There has been issued from Buffald the seat of much specious and mislead ing discussion of the proposed scheme, a peculiar plea on behalf of the barge canal and an appeal to "honest supporters of water transportation" to support the proposition which is now before the people. This plet is made escanal would be better than a barge caral" and, for that reason, "hositate to support the pending proposition." These 'honest ship canal advocates" are assured that the "only way in which they can secure adequate water transportation for the state-and the final building of the ship canal-is to do their utmost to insure the success of the barge canal

proposition at the coming election."

In support of this contention it

pointed out that: "If a ship canal is built, it will certainly be constructed around Niagara Falls, through Lake Ontario to Oswego, thence down the Me hawk valley to the Hudson. This would then furnish water transportation for all the section east of Oswego and Syra cuse, but it would absolutely leave out in the cold all the territory between Syracuse and Buffalo," Here we have one explanation of the anxiety of the Buffalonians that the voters of the state should support the barge canal scheme. Buffalo figures that, when the ship canal is constructed by the United States government-an exceedingly remote contingency-Buffalo will not have a place on the probable route. Buffalo therefore desires, in order that the territory between Syracuse and Buffalo be not left

CANAL QUESTION

Shall chapter one hundred and forty-seven of the laws of nine

toon hundred and three cutiled "An act making provision for issuing bonds to the amount of not to exceed one hundred and one million

dollars for the improvement of the Erle canal, the Oswego canal and the Champlain canal, and providing for a submission of the same

Instruction for Operation of Vot-

Also How to Vote Under Old Ballot System-Possible

to Vote on Canal, With Machine, Before

Voting for Candidates.

How to vote on the canal question in A special ballot will be provided for blaces where the voting muchines are not every voter before entering the booth.

This ballot reads as follows:

builds its ship canal, that the people of the state expend the sum of \$101,000,000 for a barge canal having Buffelo for one of its termini, Modest Buffalo!

"In taking a position at this time in nal," continues this exponent of Buffalouisn modesty-who is, by the way, Mr, G. H. Raymond, of the Buffalo Board of Trade-"the ship canal people are, of provement of water transportation in this state for many years," That does not follow at all. The ship canal can be constructed without any reference whatever to the fallure or success of the barge canal scheme. If the ship canal proposition is not strong enough to win on its merits, it is preposterous to ask the people of New York to holster it up with an expenditure of \$101,000,000, just to popularize the canal business in this

"A fallure to improve the present canal means its abandonment," says Mr. Raymond. In the first place, a failure to improve the present canal means nothing of the kind; and, in the second place, it the only way to improve the present canal is to expend \$101,000,000 on it, then it ought to be abandoned. If the present canal were used to the extent of its capacity there would be some shadow of justification for the proposition to expend all this money in replacing it with a barge canal. The present canal, however, is not used for a fourth of its carrying capacity. It is too slow; the rallroads outstrip it in directness and expedition; and there is no reason to expect that when the proposed barge canal had been completed, after fifteen or twenty years, the railways would not still be found proportionately as much in advance of transportation by water as they are to-day.

At any rate, the proposed burge canal and the dimly prospective ship canal are are separate; and each should stand or fall on its merits. If the advocates of the ship canal can succeed in convinc ing Machine. Dr c_ or 28 ing Congress that the government ought to construct a ship waterway that would afford transportation facilities for the greater part of New York State-except Buffalo-all well and good. If the present Erie Canal were taxed beyond its traffic capacity and there were an honest and actual, instead of a netitious and artificial, demand for its enlargement or transformation into the thousand ton barge canal-and if the people of the state desired to pay and were willing to pay \$101,000,000 to construct such a waterway, which had been shown to be needed because of the incapacity of the existing canal-under such condition the barge canal advocates might appeal to the people with arguments based on

> the facin; and the people would be able ness proposition. Under existing condi-

Question Submitted

bundred and three," NO

TO THE VOTERS

The Times Och 2111900 COUNTY

JOHN M. IVES, THOMAS B. DUNN. Secretary, Chamber of Commerce. President, Chamber of Commerce.

\$ Carriage Carriage Control of the Control of Control o

nal advocates in Buffalo and elsewhere are seeking to confuse the voters with poor excuses and lame arguments, to the effect that failure to construct the barge canal means the abandonment of the Erie Canal and the obstruction of the proposed ship canal.

FACTS ABOUT THE IMPROVED AND UNIMPROVED ROADS OF MONROE COUNTY

County Engineer J. Y. McClintock in miles.
The roads in Monroe county improved connection with the map published on the fifth page, shows that 123,876 miles of road are estimated to cost \$1,012,879, which makes an average of \$8,176 per mile—and if the whole 241.795 miles which have been approved by the Board of Supervisors should be built, and the average cost per mile should be the same as for the partion which has been surveyed and estimated, the total cost would be nearly \$2,000,000.

The number of miles completed, including Scottsville and Webster ridge

GOOD ROADS IN MONROE COUNTY APPROVED UNDER CHAPTER 15, LAWS ection with the map published on

GOOD ROADS IN MONROE COUNTY APPROVED UNDER CHAPTER 115, LAWS OF 1898.

Allens Creek	NAME OF ROAD.	Length in Miles.	Length Completed.	Estimated Cost.	Actual Cost.	Cost Per Mile.	Date of Completion	
Bulfalo road. 0.364 0.364 3.290 33.290 0.30, 10.92 Aug. 1992 Bulfalo road. 0.40 0.	Barnards Crossing	4.140	#	\$39,490		-		
Buffalo road, Sweden	Buffalo road II	5.089	0.364	3,280	41 618 00	\$9,010 92	Aug.	1902
Suffaio Food, Riga	Buffalo road, Ogden	2.047	0.000	42,000	11,015 00	0,111 00	Nu.	1000
Clover street, Pittsford	Canal road, Sweden	3.021	-	1	- 5	7		
Calli	Clover street. Pittsford	5.390		100	=		1	
Cliffton, I	Chili road, Chili II	2.556		26,600		-		- 19
Silition Revenue 0.335 22.200 20	Clifton, I	31.623	3.623	31,000	-	- 4		
Country Line Hamilin	Shinton avenue	0.333		22.200		=		- 13
Despetch, I. 0.551 — 6,500 — 20	county Line, Hamlin	5.550	-	-	-	-		
Despatch II	Despetch, I	6,820	E	6.500				
Discway 11	Despatch, II	0.757	-	7,500	-	-		- 2
Disk yay, 111	Dugway, II	3.300	=	34,500 21,600	2			
See Property Pro	Dugway, III	2,880	-	15,400	_	_		
Fourth section 2,806	East avenue	2,450	2.450	12,500	12 794 00	5 222 41	Dec	1900
Enisport. II	Fourth section	2,696		-		17,000 11		2000
Fairport, II. 0, 273 Flye Mile Line 5, 5000 Freece Cenfer 3, 900 North Greece 5, 600 Honeoye Falls, Rush 9, 600 Hudson avenue, II 9, 600 0, 627 Hudson avenue, II 9, 600 1, 600 Honeogenicit, Webster II 2, 960 29, 800 Honeogenicit, Webster II 2, 960 29, 800 Honeogenicit, Webster II 2, 960 29, 800 Honeogenicit, Webster II 2, 970 2, 870 Honeogenicit, Webster II 2, 900 Honeogenici	Fairport, I.	3.039	3.039	28,200	35 376 00	11 640 94	Tune	1902
Greece Confer S. 600	Fairport, II	0.273	-		-	***********	a dire	1000
North Greece 5,000	Greece Center	3.000	-	9	=	-		
Sample S	North Greece	5.000	-	-				
Hamiling H.	Hamlin, I	4 637	4.637	39,000	29 000 00	8 410 61	Non	1000
Fudison avenue 1	lamlin, II	4.057	4.057	23,500	33,500 00	8.257 00	Dec.	1902
Hudson axenue, II. 0.833 - 8,400 19,600 00 12,436 54 Nov. 1902 frondequoit, Webster 1.576 1,756 1,756 19,600 19,600 00 12,436 54 Nov. 1902 frondequoit, Webster, III. 2,960 2,960 29,800 32,800 01 12,090 88 Dec. 1902 frondequoit. Webster, III. 2,828 3,389 32,800 00 12,436 54 Nov. 1902 frondequoit. Webster IV. 2,879 2,879 20,600 akke. Webster 10 2,800 - 12,100 akke. Webster 6,800 - 2,800 - 12,100 akke. Webster 6,800 - 2,800 - 12,100 akke. Webster 6,800 - 2,800 - 12,100 akke. Webster 7,800 - 2,800 - 12,100 akke. Webster 8,800 - 2,800 - 12,100 akke. The Ridge, Parma. III. 2,603 - 28,800 - 28,800 - 28,800 akke. Webster 8,800 - 2	Hudson avenue. I	4.300	0.637	7.500	7 242 68	11 260 99	Ann	1000
1.676 1.676 19.000 12.435 54 Nov. 1902 19.000 19.000 12.435 54 Nov. 1902 12.400	Hudson avenue, II	0.995		6,400		11,000 00	Ztug.	1000
	Irondequoit, Webster, II.	2,960	2.960	19,600	19,000 00	12,436 54	Nov.	1902
Tondarding Sweden 2,000 12,100 2,000 12,100 2,000 12,100 2,000 12,100 2,000 2,000 12,100 2,0	Irondequoit, Webster, III	3.398	3.399	33,400	-	12,000 00	Dec.	1505
Ladds road	lake road, Sweden	2,879	2.879	12,100		5		
Sitta roud. Sweden 3.000 5.835 1	Ladds road	3.000	2	-	-	=		
Ske road Sweden 3,000 1 1 1 1 1 1 1 1 1	atta road	6,500	T	1115	-	77		
Sittle Ridge, Parma. II. 2, 62 16,000 20,00 6,094 94 July. 1900 21tle Ridge, Parma. III. 2, 602 16,000 22, 800 22, 800 21tle Ridge, Clarkson. IV. 3,360 28,100 28,1	ske road, Sweden	3.000	1	-	-	_ =		
### Action	Sittle Ridge, Parma, H.	9.069	6,530	39,800	39,800 0	6,094 94	July.	1900
### Clark German 1, 3,360 28,100 2,400	ttle Ridge, Parma, III.	3.608	2	28,800	=			
Age Avenue Gates 2, 121	eft fork German	5.548	=	28,100		-	1	
Section Sect	yell avenue, Gates	2.121	-	22,000	-	=	-	
Sine Mile Point 10,000 1	ionroe avenue	4,226	4.226	35.400	25 399 001	8 376 411	Dec	1902
14,854 14,852 47 11,389 92 Dec. 1601	line Mile Point	10,600			-	0,010.41	Dec.	12002
Strande 2,000 20 10 10 10 10 10 10	ittsford	1.304	1.301	14.964	14.852 47	11 289 021	Dec	1901
Control Cont	Pinnacle	2.000	-		-	12,000 02	1	1001
Ortland ayenue I	enfield, II.	5,600		29,600	Z	-		
1	Portland avenue, I	0.725	-	5,900	-	-		
Edge, Frondequott 2,000	tapids road	2.000	1	7	2	=		
Rochester and Honeoye 2,000 2,00	Ridge, Irondequoit	3.000	-	-	_	-		
19.700 1	Rochester and Honeoye	2.000	7	I	=	7		
Cown Line, Parma 2,500 67,435 67,435 West Henrietta 6,237 85,237 55,000 Woodman road 4,600 - Inion street, Ogden 4,750 - North Greece 5,000 -	cottsville, I	2.254	2.254	19,700	-	=		
West Hønrietta 6.237 6.237 55,000 — Woodman road 4.000 — — Inlon street, Ogden 4.750 — — North Greece 5.000 — —	Cown Line, Parma	2.500	7.537	67.435	-	-		
Inlen street, Ogden	West Henrietta	6.237	6.237	55,000	-	_		
North Greece 5.000	Inion street, Ogden	4,750	-	-	-	7		. 17
	North Greece	5.000	-	-				

40,000 frinted.

Vote NO

BARGE CANAL SCHEME

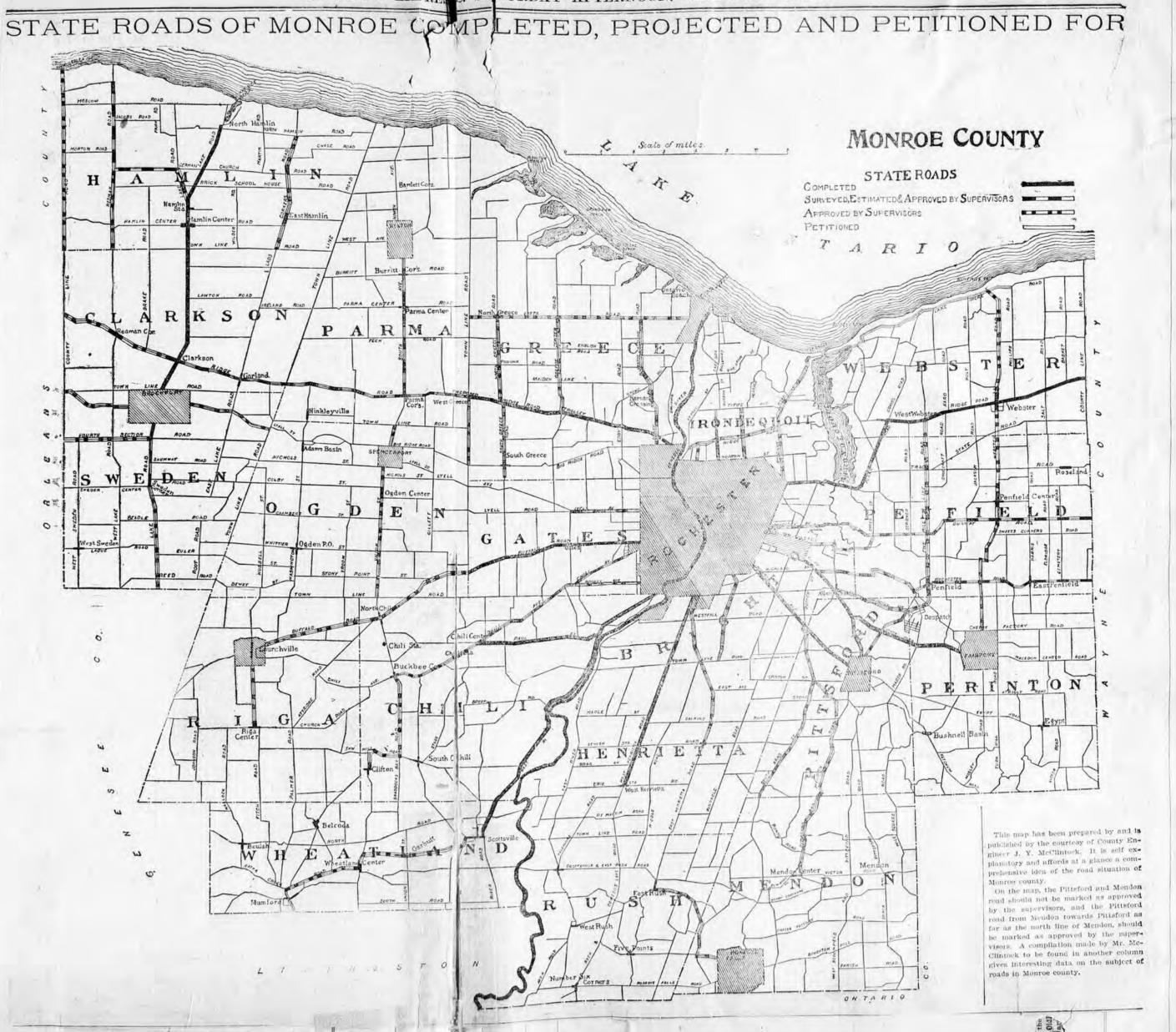
PULL DOWN the lever at the BOTTOM of the machine (left corner) as soon as you enter the booth.

be by the proof uswego river, a distance of twenty-two miles, and thence by Oneida river, which can be made broad

petrate. Moreover, the barge canal really works injury to every agricultural pre

Central Library of Rochester and Monroe County Historic Scrapbooks Collection

THE POST EXPRES S. SATURDAY AFTERNOON, SEPTEMBER 5, 1903.



Central Library of Rochester and Monroe County Historic Scrapbooks Collection REATER NEW YORK SWAMPS UPSTATE OPPOSITION TO CANAL ENLARGEMENT

\$11,000,000

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BARGE

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Even the Enormous Majorities That Some of the Canal Counties Piled Un Against the Proposition Were Unable to Overcome That of New York City and the Amendment is Carried by Over 250,000.

GROUT, WHOM THE FUSIONISTS REJECTED, POLLS THE LARGEST VOTE OF DEMOCRATIC CANDIDATES

Richmond the Only Borough That Elects a Fusion President Devery Gets Less Than Three Thousand Votes, Though He Claimed He Would Poll Over Three Hundred Thousand--Herrick Elected by More Than 115,000 in Ohio-United States Senator McComas, Republican, Maryland, Will be Succeeded by a Democrat.

NEW YORK CITY, November 4. New York state yesterday gave a ma-ority of over 250,000 in favor of the propjornly of over 2a1,000 in favor of the proposition that the state shall spend \$101,000,000 for improving its canals.

The plan is to widen and deepen the Brie canal so that it will accommodate barges of 1,000 tons carrying capacity, and to improve the Oswego and Champlain canals.

Under the law the state will be allowed to issue not more than \$10,000,000 of canal bonds at any time, and the first issue must cover the work for two years. The boads

clared that cand improvement was neces-sary for the relabiliation of the commer-cial supremacy of the state. Unless the state canals are widened and deepened, they asserted, it would be put a short time before the railroads would be able to make

discriminated against.

The following returns, received up to 5 o'clock this morning, show approximately the pluralities of the different countries of the state. Returns have not been received from one or two counties and other returns

County.	For.	Against.
Alleghnuy	****	6,079
Allengany vice	117700	1000
Broome	2.71	8,705
Cattaraugha	1000	1" ALCOHA
Cayaga	200	200
Chatauqua	0.55150	- 7,197
Cheming		5,000
Chemango	****	0.300
Clinton		2,150
Common accessors	****	2,200
		5,551
Delaware	****	7,197
Intitues		3,000
	31,125	D,000
	100	
	100	3,000
Franklin		Ditter
Fulton	1111	2,234
Genesee	****	2,200
Greene		2500
Hamilton	005-	1.37
Herkimer	200	*9,000
Jefferson	* * * *	1,100
140010	****	5.174
Livingston	****	3.000
Aladison	17.10	1
Monroe	4.00.1	En appropries
Aboutgomery	200	100
Named accessors	200	
Ningara	477	1806
Oncida	1111	5 / 90,000
Onoudaga	211.0	2.6 (8,800
Untario accessoration	133.5	7,000
Orange	2933	1,000
Orleans	-0.74	4
Oswego	*5,000	1111
Patham	14.000	*500
Renselner		100
Receined	450	9333
Saratoga	300	2,000
Schencetady	100	-
Schuyler	27.5	3,056
Scholario	****	4,570
Seneca	****	7.780
St. Lawrence		*10,000
Stoubon		11,432
Soffolk	432	
Sulityum		3,500
Tioga	4466	4,092
Tumpdins	25.50	4,960
Lister	1.593	A 1811
Warren	*600	Sec. Prof.
Washington	*****	*1,000
Wayne	***************************************	三人名中山村
Westellester	*4,000	2,728
Wyoming		3,007
Greater New York	382,007	0,007
Change work Torre Severy	The Paris of	227
Pluralities	435,585	184,049
Piurality for	130,000	251,580
Cluthing 101 Little Colors		

The latest returns indicate that the Reans will have 95 and the Democrats fel manufers of the Assembly, Republican losses of two seats in up-state districts are offset by gains of four in New York city and five up the state, a net Republican

and five up the state, a net Republican gain of seven.

Returns from all the counties comprising the Second Judichal district indicate a plu-pality for Kelly, Denn, over McKeen, Repa for Suprame Court justice of 1,490. George B. McCliellan, will be the next mayor of Greater New York, baving de-feated Mayor Seth Low for re-election by a plurality of 63,017, complete monitorial feated Mayor Seth Low for re-election by a planning of 65,617, complete unofficial returns having been received from every election district in the city. By the same returns Committeller Edward M. Great and Charles V. Fornes, president of the Board of Aldermen, running for re-election on the Democratic ticket, though elected two years ago as Fasionists, defeated their Fusion opponents by 66,730 and 64, hirality respectively. Comptroller ending the city ticket. This sweep-mocratic victory was accomplished Democratic city and borough tick-

The barge canal act submitted to the voters of New York on Tuesday provides as follows: This law shall not take effect until it shall at a general election hav eccived a majority of all the votes cast

for and against it at such election. lared by the State Board of Canvassers the law will become operative,

The law is mandatory upon the Comptroller of the state, the Canal Board and he Superintendent of Public Works, orlering the Comptroller to issue bonds, ppropriating \$10,000,000 from the first sue, and ordering the Superintendent of Public Works to construct a barge canal over a described line by letting contracts after due advertisement.

The law begins as follows: There shall be issued in the manner and at the times hereinafter recited, bonds of the state in amount not to exceed one hundred and one million dollars, which bonds shall be sold by the state and the proceeds thereof

soid by the state and the process thereof paid into the state treasury, and so much thereof as shall be necessary expended for the purpose of improving the Eric canal, the Oswego canal and the Champiain canal and the procurement of the lands required in connection therewith. The said bonds when lasted shall be exempt from traxition. The Comptroller is directed to prepar

bonds for the full amount, under the supervision of the commissioners of the canal fund. He is to sell to the highest two years following the date when the act takes effect, and \$10,000,000 at intervals thereafter as required for earrying out the purpose of the act. The bonds are to bear not more than 3 per cent. interest, and are to run not less than eighteen years from the date of issue. A inking fund is provided as required by law. As the present constitutional renirement is for payment in 18 years from the date of each issue, the early bonds will probably be due in that time; but a constitutional amendment will doubtless be adopted to lengthen the term of most of the issue required by the act. The route of the canal is laid down in the act with precision. The canal is o begin at the foot of Congress street in

Troy, go up the Hudson to Waterford, hence westerly through the branch of the canal south of Waterford and north of Peebles island, and to the Mohawk river bove Cohoes Falls by a new canal and lock. From the point above the falls tho Mohawk river is to be canalized to Little Fulls. The present canal is to be enlarged brough Little Falls. From the Falls the Mohawk is to be canalized to Jacksonburg, thence along the present canal line and the valley to a point about six miles east Rome. From this point the caust is to se cut to Wood creek and then down the valley of Wood creek to Oneida lake. The Oneida river, down the river to Senech river, up Seneca river to Onondaga lake. The lake is to lead a c for the accommodation of Syracuse, The route follows the Sencea river to the New York Central Railway, thence parallel with the railway, joining the present canal about a mile and an eighth east of Clyde At Fairport the barge canal will curve to the south, joining the present canal about a half mile west of the crossing of quarter miles west of Pittsford the canal will follow the pro int line substantially, when there will be a curve to the south and a crossing of the Genesco river near Senesce Valley Park, joining the present line again about a mile east of Mouth Greece. After massing Rochester the route is substantially the line of the present canal. From the Genesce river a ide cut will run along the Genesce feeder to the present canal in Rochester where a basin 1,500 feet long and 170

feet wide will be constructed. The caual is to cross the river in a pool formed by

a dam. The engineering of this crossing

is one of the most difficult problems on the whole line of the barge canal. The difficulty lies in making an effective crossing and saving the city from any new danger of flood damage. Our city autherities should now address themselves to this subject, as it is a matter of vital interest. As soon as the net takes effect, the whole matter will be in the hands of the executive officers of the state in charge of canals.

The canalizing of the Mohawk river so as to provide against destruction by flood is also a difficult problem. To master these problems the Governor can appoint advisory engineers up to the number of five. Under this provision the service of the most experienced engineers can be abtained and they will be needed. Still, the problems are well within the scope of modern engineering skill.

A FAILURE OF REFERENDUM.

The result of the referendum of the proof referring so great a question to the vote of the people. A few years ago the referendum of all laws was a fashlonable proteinst among a certain class of reformes and fenatical demagogues. Legisla-

erendum show that almost wholly the najorities were in the two great cities of he state and nearly nine-tenths of their tal in the city of New York alone

declaren in its favor, practically made y this city, was not made on any consid-ration of its merits. It went through by efault, both parties contributing to the reuit, and each relatively to its strength

Now, whather the canal project is de-desirable or undesirable, it was in many rethe electorate. It affects the policy of the state for many years to come. It is a radically revolutionary measure so far as concerns the canal system, and it involves vast a continuous expenditure that I

ajority of more than 200,000 in the city of tre voting for? How many of them wher hey murked "Yes" on their ballets had eally formed any opinion on the merits of he question or had taken any pains to in-

THE PASSING OF THE LOCO-MOTIVE.

An interesting illustration of the tendency which is inducing a gradual substi-tution of electricity for steam in the op-eration of railroads originally built and equipped for locomotive traction is fur-nished by the New York Central manage-ment in its amounced plans of electric-ally equipping its suburban branches in the central and western purts of this state to save its local traffic, which has been heavily cut into by independent trolley lines. A section of the Rome. has been leased by the New York Central is to be equipped with electricity as quick-ly as possible, and when this is done the electric ears of the Central system can be ern shore of Lake Ontario. The Rochester & Suburban lines are also to be absor The New York, New Haven & Hartford road is pursuing the same policy, and already has some 185 miles of electric road in operation. The same is true of many mi ortant trunk lines.
The reasons which make it impossible

for the locomotive to compete successfully

odern refinements it is at best a crude and waste of device, and neither crudity nor wastefulness has a permanent place in the conomics of modern industrial organ-ization.—New York "Times."

BOATMEN THINK THEY'LL PROFIT'

Believe Canal Work Will Fill Their Pockets.

AS TO BUILDING OF BARGES

Some Boat Owners Believe They Will Make Enough Hauling Material to Enable Them to Buy Large Craft,

on the canal are beginning to look with favor on the barge canal," said Collector Smith at the weighlock, to a reporter for The Post Express this morning. "When the matter was first advanced they were up in arms against it, believing it would shut off their chance of earning a living, as only few of them possess sufficient capital to build a 1,000-ton barge. Consideration of the project has caused many of them to change their views. The boatmen who have talked with me lately, figure that most of the material entering into the construction of the new canal, will have to be transported from point to point on the old canal, and that the whole of this immense traffic will be turned over to them. The experience with the \$5,000,000 improvement tends to bear out this belief. Very little of the material was transported by railroad. When the present fleet of boats on the canal proved insufficient to handle the business, boats were constructed to haul the freight. believing it would shut off their chance

were constructed to haul the freight.

"This is what will probably be done now on a larger scale. Boatmen say that this will cause such an increase in the tonnage of the present ditch and send canal freight rates up so high that by the time the new canal is constructed they will have saved enough money to extend their business by building barges."

No Suspension of Traffic?

Collector Smith is of the opinion that the present canal will not be closed while the barge canal is in course of construction. He figures that in places where the barge canal follows the course of the present canal, the work of improvement can go on in the winter months. During the summer the work can go on in the places where the new canal diverges from the line of the old Eric. The barge canal act provides that "while the work contemplated in this act is in progress, the canal upon which work is actually being done shall not be open for navigation earlier than May 15th and shall be closed before November 15th, except that portions thereof may be opened earlier and closed later when in the judgment of the supe, mental to the progress of the work of improvement." the progress of the work of improve-

Many changes will mark the passing of the old canal from the heart of the city. The lift bridges that interfere with street traffle probably will disappear and Rochester will become only a harbor port on the new canal. The existing Eric canal from Tonawanda creek to Main street, Buffalo, and a portion of it in the Mohawk valley is to be retained, but no arrangement of this kind has been made with relation to Monroe has been made with relation to Monro

Old Channel to Be Filled.

As far as can be learned, it is planned to fill up the channel through Rochester. The property will be sold by the state

Fifty-two years ago William Barden, of Westfield, who is visiting relatives in this city, went from Albany to Buffalo by packet boat, which was then the fav orite means of transportation across the state. Said Mr. Barden to a reporter esterday: "Every pleasant day I go down to the

canal and watch some of the boats go by. It recalls the first impression I re-ceived of the country and Rochester, It was in the fall, when everything looks best. Some of the scenery I beheld will never be forgotten. I remember that some of the towns passed through were cheap-looking affairs and I also remember what a pretty city Rechester was. From what I have seen on this visit I guess it has grown more beautiful."

be by the broad Oswego river, a magnet of twenty-two miles, and thence by Oneida river, which can be made broad

petrate. Moreover, the barge canal really works intury to every agricultural pre-

NO ATTEMPT TO BLOCK IT

Opponents of Barge Canal Will Stand Aside.

IVES SOUNDS NEW YORK MEN

They Declare That Count of Votes on Canal Amendment Was Honest---Have Grievance Against the Railroads.

Secretary John M. Ives, of the Cham ber of Commerce, returned from New York last night, convinced that attempts to block an immediate start of work on the barge canal would prove unavailing. All of the prominent Gothamites interested in transportation problems believe that it would be impossible, at this time, to interest the Federal government in the ship canal project and declare that thre is nothing for the state authorities to do but to obey the will of the people as expressed on November 3d.

When in New York Secretary Ives

talked on the canal question with Abel E. Blackmar, of the law firm of Buld-win & Blackmar, who drafted the re-ferendum bill for the Buffalo ganal boomers. Mr. Blackmar entered a vigor-ous denial to the rumors of fraud in the counting of the canal amendment votes in the greater city. He declared that the vote as reported no more than repre-sented the honest sentiment of the elect-ors of the metropolis. Mr. Blackmar is quoted as having said that it was only in the last six weeks of the campaign that the voters down there were brought out of a state of apathy on the question. Had the poll been taken before that in the last six weeks of the ca awakening, Mr. Blackmar believes th referendum bill would have been de

New York and the Railroads.

Mr. Blackmar believes that it was the matter of alleged railroad discri against New York that aroused the peo-ple of that city in favor of a barge canal. This discrimination is traced to the existing scale of inland freight differentials as adopted by the presidents of the four leading trunk lines of the coun-try on April 5, 1877, and ever since in operation. The differential system is thu explained by Mr. Blackmar

"The rate from Chicago to New York taken as the basis, and all other rates to and from the sea coast from the ter ritory lying north of the Ohio river, are adjusted on a sliding scale with refer-ence to this basis rate. Detroit takes 78 per cent, of the rate, Cincinnati 57 per cent., Erie 60 per cent., Indianapolis 53 per cent., St. Louis 116 per cent. and all other points take a rate which is an agreed percentage of the New York-Chicago rate, In 1880 the New York Cer tral railroad, realizing the injurious effect of this system on the commerce of the port of New York, withdrew from Its own rates to New York. A disastrous rate war followed, and ended in 1882 in a return to the differential agree-

Expected Benefits from Canal.

"It is obvious," says Mr. Blackmar, "that the necessary result of the differential is to divert freight from the port of New York to those ports favored by the differential. Trade follows the line of least resistance. The construction of the Great Lakes and the Hudson river will free the commerce of the city from he control of the railroad differential." Mr. Binckmar told Mr. Ives that he

fully appreciated the benefits of a ship canal would confer upon Rochester and sympathized with the movement, but did not believe it practicable. He did not indorse the argument of many antibargers to the effect that the rails bargers to the effect that the railroads would soon form a barge syndicate that would make abortive the attempts at successful adjustment of freight rates. He maintained that on a free vaterway of this kind competition would be so vigorous that effective combinations to control its shipping would be impossible. Secretary Ives also had an interview with the private secretary of Mayor Low, who corroborated Mr. Blackmar's est count of the canal amendment votes

was made in the metropolis Close of Navigation.

Superintendent of Public Works Boyd canals will be closed at midnight of Saturday, November 28th. The past season has been a prosperous one for canal men, and it had been the desire of Superintendent Boyd to make the season as long

The weather bureau assures Mr. Boyd that the present open conditions will con-tinue for the remainder of the month. Insurance companies have cen take risks beyond December 1st on per-

Resolution Denouncing Barge Graft Adopted Unanimously.

THE RILEY TRIANGLE

Application Will Be Made to Court to Name Commis-

sioners of Appraisal. Venus Total 11, 1903

was done with the exception of the unanimous adoption by the Aldermen of a resolution by Alderman Plumb indersing the sulp canal project. "Whereas, A vast amount of money is to be expended upon an enlargement

of the canals;
"Resolved. That it is the opinion of this board that a ship canal should be built from Lake Eric to the Hudson River, so designed as to create water power, while serving to the fullest extent the purposes of navigation, and

"Whereas, it is necessary for an in telligent consideration of the subject to have additional surveys and studies, "Resolved, That we call upon our rep resentative in Congress and the Sena-tors of this state to make an effort to secure the passage of a bill to provide for such surveys immediately so that

for such surveys immediately so that the results may be available before the construction of a barge canal has proceeded far, and further "Resolved, That we hereby request his Honor, Mayor Rodenbeck, to appoint a compilities of citizens to take such action as may be deemed wise toward securing such results."

Another step was taken toward the credings, of the Riley Triangle, Mali Street East and University Avenue, The resolution adopted asserted the determipoint commissioners of appraisal.

The Common Council of Rochester and the Supervisors of Monroe county have passed resolutions calling upon senators and representatives of this state in congress, to urge that complete surveys for a ship canal through New York, be made by the Federal government, before the construc ion of a barge canal is undertaken.

If similar action be taken elsewhere

the result will be the development of a national canal policy, as a full discus sion of the matter will be sure to follow The weakness in the movement lies in the fact that the people of this state have apparently voted for a barge canal and the influences, which were strong enough to force that project through the legislature and carry it at the polls, have always been strong enough to cast the political power of New York against any ational policy for the construction of a deep waterway from the lakes to the sea Nothing but a determined effort can frethe people of this state from the contro f the corporate interests which have posed the barge canal scheme on us. In the meanwhile a deep waterway solley will have to depend on Western support; and it may be that it will turn Southward instead of Eastward. Care l estimates have been made for extend ing the Chicago drainage canal from Jollet to the Mississippi river; and it will ost less than one-fourth of what w have voted for a barge canal, 12 feet deep, to make such a channel, 14 feet deep, and capable of 20 feet depth at an creased cost of 40 per cent. With cerain improvements in the Mississippi brough St. Louis and Cairo, it will be easy to secure 14 feet of water in that river to the Gulf of Mexico. The Southern and Western states, baffled in an ata deep waterway through New York, may unite to secure it elsewhere.

IS IT BUFFALO TALK?

Or Is Division Office of Canal to be Moved from Rochester?

All Knowledge of the Project Seems to be Possessed by Western New York Canal Enlargement Association.

The Western New York Canal Enlargement association, of Buffalo, immediate ly after election, came out with resolutions to the effect that It wished to go on record as opposed to canal opponents and would do all in its power to keep such pponents from obtaining jobs on the im-Onoida river, which can be made broad | works infury to accept the front

the Erie canal moved from Rochester to Buffalo. The Buffalo papers are giving a good deal of space to applause of this idea. The Buffalo "Times" said yester-

Rochester has shown its hostility t the canal, and, in keeping with that po-sition it would be only natural for the city of the Four Corners to wish to rid itself of any connection with the im-provement and ought to be eluted over the movement to have the headquarters moved to Buffalo. It may possibly be that Rochester would like to darly pecuniary benefits that will follow the evernent plans, and if we are not mistaken one of that city eminent enginers has already placed himself in the lime light as a candidate for appointment to the canal improvement commis-

on."
The reference to a Rochester engineer was occasioned by the report from Albany that George W. Rafter, of this city, had been mentioned as a possible member of the advisory committee of five engineers that the new canal law provides for. On his return from his recent trip to New York city, Mr. Rafter said he had no knowlege of the matter until his attention was called to it by a reporter for The Post

Express, Secretary Ives, of the Rochester Chamber of Commerce, is inclined to look upon the talk of removing the headquarters of the western division of the Erle from Rochester to Buffalo as a joke

NO ATTEMPT God ELOCK IT Opponents of Barge Canal

IVES SOUNDS NEW YORK MEN

Will Stand Aside.

They Declare That Count of Votes on Canal Amendment Was Honest---Have Grievance Against the Railroads.

Secretary John M. Ives, of the Cham ber of Commerce, returned from New York last night, convinced that attempts to block an immediate start of work on the barge canal would prove unavailing All of the prominent Gothamites interested in transportation problems believe that it would be impossible, at this time, to interest the Federal government in the ship canal project and declare that thre is nothing for the state authorities

to do but to obey the will of the people as expressed on November 3d.

When in New York Secretary Ives talked on the canal question with Abel E. Blackmar, of the law firm of field-win & Blackmar, E. Blackmar, of the law firm of Bala-win & Blackmar, who drafted the re-ferendum bill for the Buffalo canal boomers. Mr. Blackmar entered a vigor-ous denial to the rumors of fraud in the ous denial to the rumors of fraud in the counting of the canal amendment votes in the greater city. He declared that the vote as reported no more than represented the honest sentiment of the electors of the metropolis. Mr. Blackmar is quoted as having said that it was only in the last six weeks of the campaign that the voters down there were brought out of a state of apathy on the question. Had the poll been taken before that awakening, Mr. Blackmar believes the referendum bill would have been dereferendum bill would have been de

New York and the Railroads.

Mr. Blackmar believes that it was the atter of alleged railroad disc against New York that aroused the peo-ple of that city in favor of a barge canal. This discrimination is traced to the existing scale of inland freight differentials as adopted by the presidents of the four leading trunk lines of the country on April 5, 1877, and ever since in

operation. The differential system is thus explained by Mr. Blackmar:
"The rate from Chicago to New York is taken as the basis, and all other rates to and from the sea coast from the terto and from the sea coast from the ter-ritory lying north of the Ohio river, are adjusted on a sliding scale with refer-ence to this basis rate. Detroit takes 78 per cent. of the rate, Clucinnati 57 per cent., Erie 60 per cent., Indianapolis 93
per cent., St. Louis 116 per cent. and all
other points take a rate which is an agreed percentage of the New York. Chicago rate, In 1880 the New York Central railroad, realizing the injurious ef-fect of this system on the commerce of the port of New York, withdrew from the agreement and attempted to make its own rates to New York. A disas-trous rate war followed, and ended in 1882 in a return to the differential agree-

Expected Benefits from Canal.

"It is obvious," says Mr. Blackmar, "that the necessary result of the differential is to divert freight from the port of New York to those ports favored by the differential. Trade follows the line of least resistance. The construction of sufficient water communication between the Great Lakes and the Hudson rive will free the commerce of the city from

ALDERMEN ANDISTO The association was appointed to act by the control of the ranged of

not indorse the argument of bargers to the effect that it would soon form a barge sy would make abortive the a uccessful adjustment of He maintained that on a or of this kind competition vigorous that effective com

ontrol its shipping would be I Secretary Ives also had an with the private secretary Low, who corroborated Mr. eclarations to the effect that an hor est count of the canal amendment votes was made in the metropolis.

Close of Navigation,

Superintendent of Public Works Boyd announced yesterday that the state canals will be closed at midnight of Sat-urday, November 28th. The past season ias been a prosperous one for and it had been the desire of Superin-tendent Boyd to make the season as long

The weather bureau assures Mr. Boyd The weather bureau assures Mr. Boyd that the present open conditions will con-tinue for the remainder of the month. Insurance companies have ceased to take risks beyong December 1st on perishable freights.

CANAL PROPOSITION

Vote For and Against in Monroe County.

Between Seventeen and Eighteen Thousand Voters Failed to Express Their Preference on the Amendment.

What are, practically, the official figures of Monroe county's vote on the barge canal proposition are available to-day. They present some interesting studies. The total vote cast on special

county judge in the nineteen towns in Monroe county was 12,513; the total vote on mayor in the city of Rochester was 33,823, making a total vote in Monroe county of 46,336. The total vote on the canal proposition, for and against was 28,868 showing that 17,468 voters cared so little, either way, that they did not take the trouble to indicate their prefer on a proposition to bond the state for \$101,000,000.

The majority of those who did take the trouble to vote was overwheln ingly in opposition to the barge canal scace. In the towns 2,016 voted yes and 7 voted no. In the city 4,828 voted yes and 13,588 voted no. In the county 6,844 voted yes and 21,274 voted no. The ma-jority in opposition in the county was The detailed vote by wards and towns

on the canal proposition follows:

First	. 65	204
Second		183
Third		
Fourth		558
Fifth		578
Sixth		762
Seventh		316
Eighth		208
Ninth		334
Tenth		794
Eleventh		941
Twelith		1,518
Thirteenth	128	550
Fourteenth		781
Fifteenth		422
Sixteenth	195	628
Seventeenth		550
Eighteenth		540
Nineteenth		955
Twentieth	119	777
	-	
Total city	4,828	13,558
Plurality	-	8,760
Towns.	For.	Ag'st.
Brighton	100	550
Chill		451
Clarkson		288
Gates	54	462
Greece		353
Hamlin	19	270
Heurietta		452
Irondequolt	47	505
Mendon	62	452
Ogden	120	471
Parnia	193	554
Penfield	250	373
Perinton		27.1
Pittsford	62	5.10
Riga	.33	\$84
Rush	25	241
Sweden	397	656
Webster	49	420
Wheatland	63	250.
Total towns	.010	7,656
Plurality		D 620

Jan. 50 pows non 1211103

GOOD FOR TWO YEARS OF USE

Old Canal Will Not Be Abandoned Right Away.

SLOW WORK TO DIG BIG DITCH

No Telling When Barge Waterway Will Be Finished and Present Line of Eric Canal Abandoned.

Commenting upon the fact that the Chamber of Commerce of Syracuse has taken measures to settle the future of the Erie canal bed in the heart of that town after it has been drained and abandoned by the state, Secretary John M. Ives, of the Rochester chamber, said this morning that it is too early to dis-He is of the opinion that the matter will not press for a settlement in two

years.
"Here in Ruchester the existing channel of the canal is not so situated that it is likely to be filled in and used for railroad purposes, as is likely to be the case in Syracuse," said a man interested in the matter to a reporter for The Post Express this morning, "The stretch of canal between the Weighlock bridge and the Court street bridge, with the property that was to be utilized by the Lehigh Valley railroad as a site for a sta tion, it strikes me, would make a mighty good site for a public market. It would be in proximity to two railroad lines, with a convenient entrance from the Court street bridge. The abandoned ma-son work that cost the Lehigh Valley railroad thousands of dollars could be brought into good use in the construc-

Secretary Ives said that he understood that the state would sell the bed of the eanal through Rochester just as soon as it was round practical to abandon I The property will be sold to the highes bidder as it stands, the state taking a measures to have it filled in.

The opinion is held in the office of the division engineer of the canal in this city that work on the barge canal can be begun by May 1st next. State Engineer Edward A. Bond has said that he can get ready for the awarding of the first contract early next spring. It had been expected that before work

on the barge canal could be started it would be necessary to begin a more com-plete survey than the one made two years ago. That survey, which cost \$170,000, State Engineer Bond says was

The canal bonds to be sold by the state are to be issued by the commissioners of the canal fund, Lieutenant-Governor Higgins, State Comptroller Miller, State Treasurer Wickser, Secre-tary of State O'Brien and Attorney-General Cunneen. Wickser, Cunneen and O'Brien are open advocates of canal im-

The canal improvement state commit tee has decided to maintain its organiz tee has decided to maintain its organiza-tion until the barge canal is finished. The members have issued a statement to the effect that they recognize that the result of the election has imposed upon them a duty, making it incumbent upon them to interest themselves as citizens "in the prosecution of the 1,000-ton barge canal work to the end that the improvement way be been as soon as possible, carried may be begun as soon as possible, carried on with economy and the utmost de-spatch, and accomplished to the best in-terests of commerce and to the credit of the people of the state of New York."

State officials witnessed another suc-cessful test of the "electric mule" in Schenectady recently. It is said that a large black of stock in the concern is held by prominent state politicians who seek to obtain its purchase and adoption

Democrat and Chronicle

BARGE CANAL PEOPLE ADVISED TO GO SLOW.

To the Editor of the Democrat and Chronicle: dly the referendari clause of the Consti-ion intended that the popular vote should e indicative to the Legislature for its tion and should require its consideration action and standard require its consideration and its analysis with full power to repeal, modify or perfect. Though on its face the majority for the referendum was large, is practically in the vote of Brooklyn and New York, are can it intelligently be alled a vote for the thousand-ton barge-

tet is simily to the vote. From Reserver, a campairn limited by this and ments was carried on presenting the facts as to waterway development and the superior advantages of the deep waterway over the deep bargeway. Rochester did not attempt to go beyond the Hudson. or attempt to he beyond the Hudson, he campaign along it and in Greater New ork was left to the Executive Committee ork of the anti-canal forces, which carage of the anticalar action, which chi-ad on a camioning strictly anti-canal, Lose wisdom I doubted. Throughout the ate this side of the Hudson, the majority mainst was nearly 200,000. Buffulo re-armed a favorable majority of 30,000 but armed a favorable majority of 30,000 but 6,000 adverse and 10,000 to b register, for it. In Oswego

States deep waterway to supplant Buffalo entirely, there was a fair majority for the causil project. Beyond these, only Niagara and Albany registered any large vote for it and not over 2,000 in these. Niagara depends largely on Buffalo papers. It should be noted here that the deep waterway will expend \$39,000,000 in Niagara, and about the same amount in Albany, the two countries of the countrie be noted here that the the oxpend \$39,000.000 in Niagara, and about the same amount in Albany, the two counties registered with such majorities for the ennal improvement, and the only other favorable counties along the line are Oyleans with only 248, where their stone quarries give peculiar meterst, and also function and Schenectady, with a beggarly 100 to 200 majority. In Albany county, the majority was made up of the favorable vote in Albany city of 2,340, where the Knickerbocker Express presented almost drilly the usual pre-canal representations, and of 2,700 in Cohoes, where was published before election by a favorable press that the barge canal would make coal \$3. We may therefore say that the presenta-

We may therefore say that the presentation of facts pro and con on all sides by the efforts of Rochester and the local organizations and the papers in each locality, which opened up their columns to both sides, reopened up their columns to both sides, established in an intelligent vote all along the proposed canni and throughout the state, progressive as the discussion advanced, against the barge project. And it may be doubted, had there been more time and more means, whether there would have been any majority save in Greater New York.

They of the some Hudson counties are

Two of the upper Hudson countles are reported favorable by a small vote, being untouched by the Ruchester propaganda, and Ulster county is credited with 800, for reasons unknown, except that the Kingston Freeman, an influential paper, strenuously favored the barge project and no paper there published anti-matter,

published anti-matter.

This brings us, then, in our analysis to the Greater New York vote. Every paper in New York and Brooklyn, except the New York Sun, was for the canal referendaminest streamously and continuously, but the presentation, like all that of the pro-Loodon bases canal proposes, and rough, so far as it was not ton barge canal people, so far as it was not misstatements and misrepresentations, and which the New York editors took as gos was upon the merits wholly of arguments a deep waterway, setting out what offunations had done and their remails, main ship causis; and the practically huge no unsalmous vote for the causi referends here amounts to no more than recording the very earnest expression of its press a people that New York's commercial supre acy be unslatained and that the waterwa through the state be made as efficient a possible, which they were informed the barge canal would do. Moreover, the letter of G. H. Raymond, secretary of the Can Committee, was given publicity, asking t on the ground that every possible effort t accure this over the common route and by Niagara would be made, and the 1,000-ton barge people would not commence work for two years, and by concentrating the work of the section from Tonawanda to Ononday conjoined efforts could be made by memoria to Congress and congressional action for the deep waterway from Oswego to the Hudson and spur to Onendaga by federal action or sutio and federal co-operation. This was published in the Heraid, and it cannot be said, as the Heraid claimed, that it is any leders expect of the bures expenses. it is any indersement of the barge canni as against the ship canal. It must be held as equally favorable to the deep waterway as the bargeway, and the Canal Committee and its allied organizations should be held to its support as indicated by the letters in this regard of its official secretary, committing them thereto.

In such situation, if the Legislature in its wisdom does not appeal or decide not to go on with the 1,000-ton bargeway until of-fort is made to find out what the federal government will do as proposed before and otemperaneous with the passage of the Davis-Bostwick act, it can at least use it power thereto and the facts of the case t ostpone any action of the common rout ntil it is settled that the deep waterwa nnot be obtained by federal action and federal co-operation, or is not a better project for the state alone. Under the vote is made, no state administration or Legisin-ure, particularly if Republican, will relish carrying out the barge project.

A well known club I belong to once had a special meeting called by its directors to vote an annex and improvement which they had adopted, admittedly desirable. The only sensaton was as to the advisability of who and a practically unanimous vote. The G ectors then went upsinirs, reconsidered helr action and voted not to carry out the Jeet the club membership had Indersed verybody acquiesced. So it went. So On October 30th I received a long telegram

from Mr. Raymond, as secretary of the Canal Committee, assuring me that none of vould sign any memorial I might draw, an In every way further the deep waterw there and congressional action and use the bonest efforts thoreto which we must deper on, and would not commence work on t bargeway for two years and would dela for two years langer work on this section thus giving us four years in which to seen action looking to a deep waterway there more serviceable to the 1,000-ton barge that their project; and the canal referendum i only a vote for a waterway at least twelve feet deep and with a minimum width of seventy-five feet. His letters of like tenor were published throughout the state, all of which I have. Let us work on this basis from now on if the barge act is not re-pealed. It would be silly for the state to spend \$101,000,000 for the interior bargeway when by proper effort with that amount we can secure the deep waterway and properly canalize the Mohawk.

JOHN A. C. WRIGHT, Washington, Nov. 12, 1903,

The Right Way to Arouse Ship Canal Sentiment

The Supervisors of Monroe County and the Aldermen of Rochester have taken a commendable sten in appealing to Monroe's Congressman and the State's Senators to exert their influence to interest Congress in a ship canal through New York State. If such action were taken by a majority of the Boards of Supervisors and Aldermen of the state, there is no doubt that the Perforal Government would feel called upon to give the matter its attention and take action looking to the completion of the survey for a ship canal.

The Aldermon have acted wisely in asking the Mayor to appoint a commusion of citizens to take such action as will bring the subject before the proper anthorities with the dea of securing legislation at Washington that will provide for surveys for the ship canal, the results of which will be available before the construction of a barge canal proceeds far. The Mayor will my doubt act at once in the matter,

In a communication to the Brooklyn Eagle, Secretary Iyes of the Chamber of Commerce vigorously and convincingly combats the argument that the cont of the Manchester Canal, namely, \$75,000,000 for 35 miles, precludes the practicability of building a ship canal across New York State, only 103 miles. of canal waterway being necessary. Mr. Ives points out that the total cost of a ship canal to exactly establed in a report of the United States Board of Survey would be under 3300,000,000, which is no more than the estimated cost of the harge canal, \$101,000,000, plus the fifty years' interest. Mr. Ives

The iweive-mile deep waterway around Niagara is all we have to construct and maintain to bring the Great Lakes traffic and its vessels, 500 of which are already over 1,000 tons, into Ontario and to Oswego. It will cost just \$39,500,000 for a 21-foot way, which is less than the bargeway will cost here to Rochester. In the same way these versals and traffic can be brought to Onondaya and Oneida Lakes from Oswego for \$22,500,000. This total cost of \$55,000,000 is less than cost of bargeway to these points. As you admit, both en-stnearingly feasible, why is it no t better to secure the better way and bring water borne commerce of the first class, 200 miles nearer New York, even at state expense? The Federal Government has not only thorough surveys at expense of one-half million dollars. but has provided for all channels in accord therewith to Tonawanda, thus already covering 1,000 miles of this 1,500 Chicago and Duluth to

New York, thus surveyed. To obvious flood damages and conserve waters for power, the canal To civilate flood damages and conserve waters for power, the canal-tzation of the Mohawk is much better done on the 21-foot basis than the 12, and it would better pay the state to do that. There is then left only the 46 miles of canal waterway between Onelda Lake and forking. The fludson and Lake Ontarie are already under Fed-eral jurisdiction, the Mohawk is as noble a river as many in river and harbor hills, and so are the Oswego and the Onelda and Onelda Lake. And all those so used, and as part of trunk waterway, in which the interest of New England is as vital as that of New York.

which the interest of New England less visit as that of New Lond, and the interests of all the great states abutting these waters and those adjoining, would surely induce Federal co-operation.

Earring the few engaged in transfer in Buffalo, what place along the line is not belier served by the deep waterway, which will bring the 3,000-ton load in 64 hours to Brooklyn. In half the time and at half the freight rate. It will take 12 of the so-called 1,000-ion barges to bring the same load, there to transfer to seagoing vessels, a differ-

It is no more than just and in the interest of the best economy for New York State that the Federal Government should be brought into the case. and its co-operation colleted, it possible, in the hulding of a canal from the Great Lakes to the Eastern seasonst that will meet present needs and retain a profitable usefulness for a period reaching far into the future. The canal controversy has brought forth an earnestness of discussion that should have a far-reaching influence so that no hasty step shall be taken as a resuit of the relatively inadequate expression of majority opinion recorded at the polls, but that every effort shall be put forward to secure the wisest procedure in canal improvement. The Junes, nor, 12, 11 . 3 -

Rochester Chamber of Commerce

By a vote of the Trustees of the Chamber an invitation was, last Spring, extended to the National Grange, Patrons of Husbandry, to meet in Rochester, and the Grange is now in session for ten days. To secure this National Convention which brings to the city more than a thousand delegates and their friends, the Chamber became responsible for the rent of the hall, the cost of which is \$400. Syracuse and Albany stood ready to accept this responsibility, but as the President of the State Grange and Chairman of the State Executive Committee lived in a neighboring county, Rochester was given the preference.

As most of our friends know, the Chamber is supported by the dues of its members and has no other fund to draw on, and for that reason we respectfully solicit a contribution-any sum you may feel willing to give-toward meeting the obligation

Many public men and women from other states are here and are daily making addresses of much interest at the sessions held each afternoon and evening in Fitzbugh Hall, to all of which you are cordially invited.

Trusting you may feel disposed to combute toward this laudable object as well as to attend the meetings now in session,

ROCHESTER CHAMBER OF COMMERCE.

By J. M. INES, Surelars

November 12, 1903.

Convention Opens With a Public Meeting.

MANY SPEECHES

National Master Jones Replies To Mayor's Welcome.

GOVERNOR BATCHELDER SPOKE

Master Jones Says That Grange Is Not a Class Organization, But Is Working for the Whole Country-Asks for Ship Canal-1,000 People in Fitzhzugh Hall and Much Music and Song.

Fitzhugh Hall presented a lively scene last night at the informal public opening of the 37th annual convention of the National Grange in this city. On account of the press of business that must be transacted during the eleven-day session In this city, the main public and entertainment meeting of the grange had to be arranged for the evening preceding the first regular day's session, instead of some later time, when all the Grangers might have been present to participate ever, there were a thousand or more people who gathered in Fitzhugh Hall.

It was not at all a convention scene of a great national organization of thou-sands of men and women members hall-ing from ocean to ocean last night, but rather that of a great happy family of men, women and children gathered in a brightly lighted festal hall for an annual merrymaking, Upon the platform sat Master Aaron Jones, with Mayor Roden, beck, Hon, George A. Benton and the national officers of the Grange. The hall was gay with red, white and blue decorations, fruits, flowers and wreaths of golden grain. The stage was ornamented with long rows of bright red apples. pumpkins and autumn flowers. Over the dals was spelled in wreaths of yellow, full-headed wheat straw, betokening the bountles of the season, the word "Welcome" In the midst of the whol bly on the dais was placed a great, big, generous pumpkin, stuck full of burn-ing candles, where the fluttering flames winked with the jokes of the evening and threatened to go out under the breezes that were started by the over eloquent

Welcomed by the Mayor.

L. D. Welch of Pittsford, chairman of the local committee in charge of the nr-rangements for the convention, presided at the meeting, Central Church Quartette sang the opening hymn and State Chaplain Hughes offered the opening prayer, Mr. Welch then introduced Mayor Rodenbeck as the first speaker. Mayor Rodenbeck as the first speaker. The Mayor, after speaking of the won-derful growth of the National Grange, and of the pride it was to him to address such a body, said:

"'Agriculture,' said Washington, 'is the greatest, the noblest and the most useful employment of man;' and Jefferson insisted that the future of the republic depended upon land culture. Theirs was

pended upon land culture. Theirs was an era when the farmer made nearly everything he used. His home was lit by candles made by his own hands. He aised his own mutton and foodstuff: He made his own soap and carpets. He cut his own cord wood and made his own clothes. Then came a change period of cord wood passed and coal and steam came in. Factories graw, store multiplied, wealth increased, population The migration to the city and town he gan. Those who remained behind became relatively poorer. When this condition was at its worst, the Grange came into

"It sought to restore agriculture to its former prestige. It demanded just laws it opposed unjust taxation, it cried ou against the exemption of powerful corporate interests from public burdens, it encouraged education of the hand as well as of the head, it urged the study that the boys and girls would not want

"Another change came, Electricity was developed, steam is being supplant-ed, the farm is resuming its old place. The stream of population has been turned. The movement towards the country has begun. Electricity with its various applications has brought the ountry hearer the city. The telephone has brought the farm to the factory. Distant neighbors can bid each other "good morning" without leaving their es. The rural free delivery has provided the daily news and the trolley good roads have made transports ensy. Time and space have been anni-

"The early occupation of man was the soil. 'God made the country and man the town.' To-day it is the city that prebetter balance of population betwee the city and the country, a wider distri-

elegoment. This good time i lil a has eneed by forces now at work. Other eneed by forces now at work. furtherance of the cause of agriculture which requires as much wit, tact, and practical knowledge as any occupation

under the sun.

"Such an organization as yours would be welcome to any city. It is my privilege to extend this welcome to the Grange on behalf of this city. Rochester used to be the center of a great wheat country and thus became known as the Flour City. Later from the number of its nurseries and gardens it was called the Flower City. Now from the abundance of its water power it is known as the Power City. I can give you, therename of the Flour City, another in the name of the Flower City, and a third in he name of the Power City. You will find ours a generous and hospitable pec ple who will be glad to receive you. When you are obliged to return to your homes, llections of our city and of your con vention on the banks of the Gonesce.

Again I bid you thrice welcome."

Response by Master Jones.

National Master Aaron Jones of South Bend. Ind., chief executive officer of the grange replied to the Mayor's words of welcome. He said: "It is a great pleasure for me to re-

spond to the hearty words of welcome of your distinguished Mayor. We knew when we were invited to come to Rochester that we would be given a mos hearty welcome. But we are somewhat surprised that your Mayor should be so well versed in the history and the pur-poses of our organization. I congratulate the city of Rochester on having such versant with all the forces in our natio

that are working for good or for ill.
"Mr. Mayor, we come to your fair or representing the best interests of a this great country. It was agricultur that enabled Rochester to attain he present station of commercial power am of artistic heauty. This organization represents the honest labor of \$5,000,000 of people in this country. It represent that industry that enables the Unite States to send abroad \$100,000,000 of prod ucts every year. Our grange, Mr. May represents 70 per cent of the arteria blood in the commerce of this country it represents 60 per cent of the traffic or your railroads and in your coastwin trade. Le anything hamper and stiffe us in our labor and the wheels of industry will cease to revolve. "My friends, the city of Rochester and

each and every one of her citizens are interested in the work in which we are engaged. This great organization of ours is not working for any class interest in this country. We are working for the best interest of the whole coun-try. We are only asking that agriculture shall receive a just compensation for what she produces. When the is at tained we will bend all our energies t work for all. No organization working only for the interests of a certain class ought to live or prosper in this great country. No single industry in the country can suffer without all other in dustries suffering also. Therefore, we are seeking the promotion of such legislation as will create just laws—laws that will see that labor is justly r munerated, laws that will see that the product of the farm as well as the prod-uct of the factory receives its just price.

Objects of the Grange.

"This organization is seeking to create a greater knowledge of agriculture be-cause it believes that the art of agricul-ture is one of the greatest arts of civil ization, and beyond this it is not seeking for anything more than its just share You here in Rochester want legislation hat will start the factories and we want that same legislation to start the plows from the Atlanic to the Pacific Oceans. We want the government to protect the rights of the poorest citizen just as zen ously as it protects the rights of the rich

Our organization stands for the worth of manhood and the purity of woman hood; it stands for character in the in dividual, for seif-reliance and manly in lependence and never to bow the kne to mere dollars and cents. We have among our numbers some of the best men and women of the nation. We vote in different political parties, worship in different churches but we are all united in the common right of all the people in this country. Through the efforts of our fraternal organization the blue and the gray have clasped hands and forgotten the days of the civil war. We are

seeking to bring peace and fellowship in this country through the fraternal bonds of the National Grange. "We live in the greatest age that the world has ever seen. It is the age of improved machinery and of labor saving devices. When a better machine is invented we want the benefits to be enjoyed by all the people. With every man realizing the rights of all and laboring only for what is just to himself, the

Favor a Ship Canal.

"Mr. Mayor, our great organization comes to your city favoring the building of a great national waterway through your state, through which the proudest ship that sails the sea may pass, and that will connect the great lakes with ucts of the West to be carried to New better balance of population between city and the country, a wider distriof twenty-two mies, the petrate Moreure, one of twenty-two mies, the petrate Moreure, one of twenty-two mies, the petrate Moreure, one of twenty-two mies, the petrate more broad works injury to every an open to be carried to New York City without breaking bulk.

draw a distinction between our rights and, those of others. The only distinction of society, that we recognize is the distinction of worth of character."

Master Curtice Davis of Gates gave a piano solo which was applauded. As President T. P. Dunn of the Chamber of Commerce was unable to be present, and as Governor N. J. Batcheider of New Hampshire had not yet arrived. as Governor N. J. Batchelder of New Hampshire had not yet arrived, Mrs. Cora Pierce Nye changed her place on the programme and played another plano solo, Mrs. F. Fassett Pugsley of Pittsford gave a recitation Church Quartette sang. Just as the quartette was rendering its second selection Governor Batchelder appeared in the hall. He had been delayed on the way After being introduced by Chairman Welch, he said;

Governor Batchelder's Speech.

"I am proud to participate in the ses sions of the National Grange in the sessions of the National Grange in the great commercial state, the great industrial state, the great educational state, the great Empire State, the state of New York. We are all very proud of the position this state occuries in the Complex tion this state occupies in the Grange New York State has the largest number of Grangers of any state in the Union, and therefore there is a certain fitness and therefore there is a certain fitness in our holding a national convention here. I consider it fortunate, too, that the convention is being held in Rochester, on the banks of the Genesee River, in the midst of the most fertile and productive farming and fruit growing land in the state.

"I was talking with a Congressman the other day and he asked me what the Na-

other day and he asked me what the Na-tional Grange wanted Congress to do this year. I am telling you this to show you that there is no organization in the coun-try that has a greater influence at Wash-ington than the National Grange. There is no organization, either, that the representatives of the people watch more closely than the National Grange, When Congressmen want to know what is best for the farmers, when they want to know what the farmers, when they want to know what the farmers. what the farmers of the country desire, they go to the Grange,

they go to the Grange,
"This state and the state of New Hamp
shire both have agricultural departments
and there is a department of agriculture
of Washington." t Washington; but none of these depart at Washington; but none of these departments are as important in their work as the National Grange. The grange is an organization of and for the farming people and when Congress wishes to know anything about the farmers of this country it looks to the grange. I believe that we members of the grange should think more of this and try to be more intelligent in our judgment. in our judgments so that our posithe our judgments so that our posi-tion will be stronger in the future and so that we can better secure those things that are necessary to the agricultural in-lerests of the country."

Judge Benton's Welcome.

After Mrs. Cora Pierce Nye had given a vocal solo, Judge George A. Benton gave an address of welcome in the name of the Masons of the city. He told in a most cloquent and interesting manner the value and importance of fraternal organizations and extended to the grange the hospitality of the new Masons Tample. of the new Masonic Temple. Master of the State Grange, Hon. E. B. Norris of Sodus, delivered the closing address which was entitled "The Grange."

Five or six hundred of the members of grange arrived in the city yesterday but the greater number are expected to-day. The session this morning will be de-voted to the appointing of the numerous committees by Master Jones. This after-neon will be devoted for the most part to the address to the grange of Master Jones.

Greetings to the grange! They are a good-natured set of men, these farmers They have come from everywhere, Every state of agricultural importance is represented. The hand that guides the plowshare through the soft loam of the en-acre lot grasps the hand that grips the tossing handles of the breaking play that rips the tough prairie sod. horny, calloused hands that pitch the ong-stemmed timothy and the balmy mendows clover clasps in friendship th nen who loot the coulees of their suc t treasure and despoll the prairies of their priceless upland bloom. The hand that leads "Old Dobbin" to the brook at sunset that he may stand kne leep in the placid stream and drink his fill while listening to the hoarse "ba-roumps" of the frogs and the zithern "howdydo" to the hand of the man in swings a rope over the head of the frac lous broncho and unruly steer. are all here North, South, East and West are represented. Indiana has sent her delegates, some of them from the Blue Jeans deestrict;" they come from the golden wheat-fields of the Dakotas and from the snowy bloom of the cottonfields of Dixie. They are jolly fellows and they are brainy men. They own the earth and they feed the pation. Noting is too good for the lower than the lower t

GRANGERS IN CONVENTIC of rates.

Business Sessions of National lew Body Are Under Way.

WAS OPENED WITH RITUAL

National Master Jones, After Working in Sixth Degree, Announced the Standing Committees.

Opened by National Master Aaron Jones with the form of the sixth degree, the first business session of the National Grange, Patrons of Husbandry, began this morning at 11,30 o'clock in Fitzhugh hall. Every national officer was present, and most of the delegates were in 'heir sents. The only business transacted at the morning session was the announcement by the national master of standing committees. This done, the meeting was adjourned until afternoon, when the annual address of the national master was given.

The Patrons of Husbandry is a secret



F. P. Wolcott, Covington, Ky., Master state Grange.

organization, with a ritual of its own. There are seven degrees, and any meber of the grange who has passed the fourth degree is entitld to admission to the National grange meetings. The opening of each session is made in form by the national master, and may be worked in any degree from fourth to sixth, and on special occasions to the seventh. The ritual is, of course, carcseventh. The ritual is, of course, carefully guarded, and only members of the organization are versed in its symbolism. The arrangements of a lodge hall, however, is no secret, and is as follows. The raised dais. Around him in a rectangle are arranged the various officers, each with a table before him. Facing the naional master is the sent of the over-eer, and between them, in the center of the rectangle, is a table supporting an open Bible, from which the chaplain reads. The following officers took part in the opening session:

Matter Auron Jones, Overseer Obadiah Gardner, Lecturer N. J. Bachelder, Steward W. C. Jewett, Assistant Steward C. O. Raines, Chaplain W. K. Thompson, Treasurer E. S. McDowell, Secretary C. M. Freeman, Gate-keeper George W. Baird, Ceros; Mrs. M. Wilson: Pomens, Mrs. Cordella A. N. Wilson; Pomona, Mrs. Cordelia At-kenson; Flora Mrs. S. B. Wolcott; lady assistant steward, Mrs. M. S. Hill.

List of Standing Committees, After the ritualists work had been gone through with, National Master Jones announced the following commit-

Order of business, E. W. Westgate Kansas; division of labor, J. O. Wing, Washington; publication, N. J. Bachel-der, N. H.; finance, W. K. Thompson, South Carolina; digest, Obadiah Gardner, Maine; ritual, B. C. Paterson, Co. necticut; constitution and bylaws, G. B. Horton, Michigan; claims and grievances, Joseph B. Ager. Maryland; dormants, J. C. Newcomb, Colorado; acmans, J. C. Newcomo, Colorado; ac-counts, G. W. Baird, Minnesota; mile-age and per diem, G. W. F. Gaunt, New Jersey; co-operation, I. C. Atkenson, West Virginia; resolutions, F. E. Merchant, R. I.; education, S. H. Derby, Delaware; transportation, B. G. Leedy, Oregon; good of the order, W. F. Hill,

son, Illinois; credentials, C. J. Bell, Ve as regards the country at large are those charge of agriculture and res A. B. Judson, of Iowa, was made cha

Pennsylvania; foreign relations, O. Wi

throughout her state. She is a fine looking woman with white hair, flashing eyes and a kindly smile. Her husband, G. W. Baird, also prominent in National grange affairs, being national gatekeeper and chairman of the committee on accounts.

hugh hall. The regular business section began this morning at the same place, but was closed to non-members. Last night's meeting was attended by more than a khousand persons, who represented what has been called the strength of the nation, the men and women of the form. There were men from all the farms. There were men from kinds of farms, and from all parts of the country. Everyone was happy, contents

and expectant.
On the platform were sented the national master of the grange, Agro, Jones, of South Bend, Ind., Mayor Rod Jones, of South Bend, 1993, and onbeck and the officers of the National grange. The state chaplain, Alvin B. Dewey, of Manchester, made the opening prayer. Mayor Rodenbeck then wel-comed the visitors to the hospitality of

Grange Master Jones, the head of the National body, replied. He said in part: "The object of this organization is root to secure alone the prosperity of one interest, but we are working that we may receive a just return for our products. We seek such legislation as will tend to secure for every man a just remuneration for the work he does. When our congressmen and senators introduce measures designed to give impetus to the industries of the city, we desire that at the same time, by equally wise measures, the plows shall be started in more productive employment on our fertile farms from ocean to ocean. It is one of the aims of our organization to exail true manhood and true womanhood; we Grange Master Jones, the head of the the aims of our organization to exalt true manhood and true womanhood; we earnestly desire that we may not bew the knee to mere dollars. We rise above sect and class and nationality, and we teach honesty, purity, righteousness and the principles of justice. Our membership is so distributed that he who fought in the uniform of the bine and he who fought in the gray are being brought together in the bonds of fraternal friendship and understanding. This society is one of the means of uniting our country in reality as one people under one common flag. This organization stands most emphatically for the development of our resources and the improvement of our facilities. It favors a great waterway through this state, so that the proudest ships that sall state, so that the proudest ships that sall

The Governor of New Hampshire,

Many New Arrivals.

The arrival of new visitors is constant, and the list already reached up muo the thousands. A large addition is expected to-day, and as the convention continues more and more are looked for. The sessions will last for eleven days. Among those registered at the Grend. The sessions will have the Girard Among those registered at the Girard Among those registered at the Girard to-day are Mr. and Mrs. Ira Sharp, of the Mr. W. Sharp, which was a street of the control of

Mrs. S. B. Wolcott, Covington, Ky.

Flora, National Grange.

was withdrawn and the committee named at another time. It was stated this morning that George W. Ladd, dele

this morning that county would not be present, as his wife is seriously ill of pneumonia, and F. E. Marchant, of Rhode Island, was called upon to head the committe on resolutions. To these

matters coming under the proper juris-

diction, and reports will be made before

the convention ends.

At the conclusion of the ritual, which ended in the fourth degree in order that

National Master Jones called upon Jabez Robinson, of Middlemarch, Ont., for a speech, Mr. Robinson is prominent in the politics of his province, being a mem-

Eva Sherwood McDowell, Rome, N. Y.

Treasurer National Grange.

ber of the Ontario parliament. In his speech he touched upon the Alaska

boundary question, and took a few flings at Uncle Sam. He said;

Unele Sam and John Bull.

Uncle Sam and John Bull.

"There is a great gulf between you and us. We want to be let alone so that we can work out our political salvation alone. We are building a great transcontinental railway and we have the greatest wheat country in the world. You are taking great slices off of us. Uncle Sam has grown into a big strong boy, and we are proud of him, but we think he is following in the footsteps of his father, John Bull. A good many years age you took a slice off Mexico; then you gobbled up the islands of the son; and now you want all of Alaska. We must draw the line somewhere. We are not slaves."

Gatekeeper Obadiah Gardner of Maine,

Gatakeeper Obadian Gardner of Maine, upon hearing Mr. Robinson say that the grange of Canada is at a low ebb, asked it the Canadians would object to Maine grangers going into Nova Scotia and founding granges there. Mr. Robinson and the Canadians would be delighted.

The national master announced that

The national master announced that the excursion to Niagara Falls would be

held next Saturday. The session ther aljourned until 2 o'clock.

all visiting grangers could be admi-

Wester te, Manhattan, Kas.; H. E. Will-ianis, Duo, West Virginia. Another arrival of to-day was George of Riga, now a resident of Gay-ich. Mr. Franks was born and in Riga and left it for his West-

tan Rhas and left it for his West-ern's m when he was 21 years old. He is now 12. He is visiting friends and relatives in Riga and other parts of the Woman State Grange Master,

one of the mostinteresting persons at the convention is Mrs. Sarah G. Baird, of Edun Mills, six miles from Milway-Minh. Mrs. Baird is state grange ter of Minnesota, and has the ction of being the only woman to hold ction of being the only woman to hold it position in the country. She has in at the head of the Minnesota state for five terms, and has done to stimulate interest in the order

Opening Session of Grange.

"Such an organization as yours would

be welcome to any city," said the mayor among other things. "Rochester used to be the center of a great wheat country and thus became known as the Flour city. Later, from the number of nur-series and gardens, it was called the Flower City. Now from the abundance of its water power it is known as the Power City. I can give you, therefore, a threefold welcome. One in the nume of the Flour Cl'y, another in the name of the Flower Cl'y, and a third in the name of the Power (lty. You will find ours generous and haspitable people who will be glad to receive you. When you are obliged to return to your homes, I trus it will be with the pleasantest recollect tons of our city and of your con on the banks of the Genesee. Again bid you thrice welcome."

The National Master's Address.

It favors a great was all the seas that sall state, so that the proudest ships that sall the seas may go from New York harbot to the Great Lakes without breaking bulk. We believe in good roads, and wo ask you of the city to join your effects with ours in gaining these hencits."

The Governor of New Hampshire.
Governor N. J. Bachelder, of New Hampshire, the tecturer of the National grange, followed in a short address in which he said: "I suppose there never was a time when the grange was as large and prosperous as it is to-day. Recently a prominent congressman asked me what legislation we should ask of congress this winter. I told him that we would probably ask again for some of the measures we had been advocating for the last few years, but that we should not know definitely until after our annual matters meeting, to be held this year in New York state. He then told me that there York state. He then told me that the was no influence felt at Washington that was regarded so favorably in determining legislation in the interest of agriculture as was that exerted by the representatives of the grange. He said that they felt that the suggestions of the

Judge Benton on Fraternity.

Judge George A. Benton then discussed the value of fraternities, in a short speech that was well received.

ers were worthy of the closest at-

The work of the grange was discussed by State Master E. B. Norris, of Sodus, in a brief address. The addresses were interspersed with pleasing musical ze-lections. Curtice Damo, of Gates, gave a plano solo. Mrs. Cora Pierce Nye-played a plano solo also, Mrs. F. F. Pugsley, of Pittsford, recited and the Central church quartette sang. The half Pugsley, of Pittstond, reclied and the Central church quartette saug. The hall was triumed with red, white and blue hunting, fruits, flowers and grain. A unique and striking feature of the decorations were rows of polished appies and pumpkins, on the edge of the stuge, while in the middle was a monster pumption and strike hill of enudies. The word kin vine stuck full of candies. The done in wheat straw, hung over the platform.

pointed out by the Postal Prog range, Patrons of Husbandry, oth rgunized farmers, which has been in prog ss for several days, is the first of the kind held in New York state during the should be held in Rochester, which is e center and capital of one of the finest farming regions in the United States e All enlightened citizens of this city mus atertain a sentiment of special regard to and affiliation with agriculturists. A large body of our most influential people wer

ears on farms. They are familiar with se charms and the hardships, the joys and the labors of a farmer's life. They couldn't be fooled as to which of the anials on a farm furnishes the milk or whether potatoes grow on trees or vines. is farmers' boys or farmers' girls in their arly life they went to the district school nd the country meeting house, attended singing and spelling schools, milked and churned and foddered the stock, gathered he eggs, lugged in the wood, husked corn, and performed a hundred other tasks that may seem homely and stupid enough to the modern city boy and girl, but, seen through the mists of years, are now gloriied by delightful memories and the light of other days to the vision of those who have become worn and tired by the friction and speed of life in a twentieth century

of thousands of Rochester men and women for the farmers assembled here from every part of the country to deliberate and not ncerning the interests of their ancient and noble calling.

As representative of the spirit of both the occasion and the organization, the able and thorough address of Aaron Jones, of South Bend, Ind., master of the Patrons of Husbandry, delivered yesterday, is specially worthy of attention, "Our vast membership," says Mr. Jones, "has learned that all those engaged in agriculture, whether living in New England, on the Pacific shores, in the surmy South land, or in the valleys of the Alississippi and Central states, must stand united and p-operate with each other to secure for agriculture its legitimate influence, equity legislation and its just relation with the other commercial and industrial in terests of the country."

Among the distinguishing features o this able address, differentiating it from many utterances in behalf of labor in ther fields, are its breadth of scope, its calmness of temper, its conservation and the soundness of its conclusions. In these phases it is typical of the men and the alling for which it speaks. The rantor, the spirit of antagonism, the open or eiled threats, the appeals to class preju lices and batreds which mark the public addresses of spokesmen for some other in crests are not to be found in what Mr. Jones says for the farmers and their af-

But there is full appreciation of the dignity and importance of agriculture and of those who pursue it evinced in every line. sel given to his fellow-husbandmen. He urges them to cultivate their minds as well us the soil, to study all the conditions a knowledge of which will make them exper in their calling. Queting from Hon. James Wilson, secretary of agriculture, Mr. Jone shows the vastness of farmers' contribu tions to the prosperity of this pation. "In the past twenty years, over thirteen bil lions of dollars' worth of products raise by the toil of American farmers has been

contributed to foreign markets." No other industry is worthy to be mentioned with the one which has so immensely augmented the wealth of the republic. Mr. Jones speaks clearly and strongly

against legislation discriminating to the prejudice of farmers, and against oppres ive combinations of capital and arbitrary lictation by labor pulotes. He declares what is true, that the majority of the people belong neither to trust associatio nor tabor unions, and severely condemns both lock-outs and strikes as the sources of mischief to the general welfare of the people at large.

It is a pleasure to welcome to Rochester this representative body of the greatest and andredly interest in the countr and it may be hoped that the members of the National Grange will return to the homes with only pleasant recollections of Western New York. Nov. 13-/03

Pemand for a Porce Post 3,03 National Grange, now in session in this olty, provides that: "Whereas, The exserience of other nations has demonstrated the practicability of a parcel post. Resolved, That the legislative committee of the National Grange be and is hereby petitioned to renew and persist in its efforts to procure such legislation by Congress as will secure to the people of the United States the Inestimable

The efforts of the National Grange in this direction should be supplemented and strengthened by similar action on he part of organizations of busi-

blessings of such mail facilities,"

League, "the United States has the bes achinery for transportation in the world; It should have the best and cheapest postal service." In respect of the parcel post, however, this country is far, belind its sister nations, the government apparently being quite content with the erchandise transportation facilities afforded by the express companies. These latter, although enjoying a monopoly, do provide good service-a fact which permaps should be taken into consideration n explaining the failure of the government to institute a parcel post. Had the express service been less nearly adequate to the needs of the people and had express rates been obstinately maintained at a too exorbitant level, the demand for a parcel post might long since have become so clamorous and so insistent that the government would have been forced There have been some international oncessions in the line of postal delivery

of merchandise, but the demand is now for the establishment of a domestic parcel post with uniform rates to all parts of the country. The government now carries a letter from Rochester to San Francisco for the same compensation for which it conveys a letter from Rochester to Fulrport. There is no valid objection, except on the part of the express companies, to the extension of the postal delivery service to include packages of third and fourth class mail matter under the head of "merchandise" up to a weight limit of, say ten or eleven pounds. A bill looking to the establishment of such a parcel post service has been prepared by Colonel Albert A. Pope of the Postal Progress League and an effort will be made to induce favorable action y Congress at its next regular session. Colonel Pope's bill suggests these rates: On purcels up to three ounces, one cent; over three ounces up to six ounces, two ents; over nine up to twelve ounces four cents; over twelve ounces up to one pound, five cents; and for each additional pound or fraction thereof, up to eleven counds, two cents, making the rate on an eleven pound parcel (wenty-five cents,

The establishment of a parcel post in the United States could not be regarded in the light of a government experiment for it has been tried in foreign countries and found to be practicable and profitable to the government, while at the same time it is of incalculable value and great convenience to the people. A parcel post on the lines suggested by the Postal Progress League, as set forth in Colonel Pope's proposed bill, would unloubtedly operate as a great stimulus to trade, thus increasing the use of the letter post and adding to the postal reve-

Much is being said nowadays about the mportance of developing American trade. A valuable aid in that direction would be the parcel post. Louis H. Ayme, recently United States Consul at Saudeloupe, estimates that the United States is losing \$2,000,000 a year in small mail orders from the West Indies by the refusal of our government to enter the International Parcels Post Union.

it is high time that Congress paid ome attention to this matter. The propltion to increase American transportaon facilities by water by means of a ine million dollar contribution from the national treasury in aid of a ship subsidy cheme did not lack advocates. It should be possible to find Congressmen to speak favor of the development of our postal facilities by the institution of the parcel post. There is a practically universal lemand for it, which is finding expression in such utterances as those of the National Grange and the Postal Progress League: and those declarations of the will of the people should find further Congress. It is only a question of time, of course. The parcel post is bound to irban trolley line, The essential thing is to impress upon the government the present necessity for it and the urgency of the demand of the people that it be established.

Central Library of Rochester and Monroe County be corrected. Delay in selecting the time to avoid interfering with other important of the producing clauses, there come I time to avoid interfering with other important of the producing clauses, there come I time to avoid interfering with other important of the producing clauses, there come I time to avoid interfering with other important of the products of the p Telar of Progress for

vators, and into the hands of speculators.

I find farmers believe the Order of Patrons of Husbandry should stand as the exponent of all matters pertaining to the betterment of agricultural condi-

tions. Much benefit will come from a thorough consideration of the commer-cial side of farming. The Order of

Patrons of Husbandry must be active and aggressive, and lead in every well

guarded measure to improve the farmer's condition, but it cannot lend its prestige

Agriculture has not enjoyed an equal

degree of prosperity with manufacturers and other industrial and commercial in-

that have contributed to this condition are partly the fault of the farmers

themselves, and partly the result of con

ditions over which they have no direct control. Farmers must first remove all hindrances to their success under

their control; must have a thorough

details; must understand the nature of solls, kinds of crops best adapted to their lands; when and how and what

kind of fertilizers to apply; how best to prepare the soil and cultivate his crops; what kind of domestic animals are best

suited to his particular farm and condi-

tions, and how to breed, care for and

feed them. He must understand how when and where to market all the prod-

ucts of his farm to yield him the highest

per cent, of profit. He should cultivate

a love for and appreciation of his call-ing, and should never underrate its im-portance, and should at all times feel

and act that it was and is as honorabl

to be a good farmer as a good mer-chant, banker, manufacturer, or any

other business or profession. Add to the

above qualifications, sterling integrity, honesty, energy, system, and a complete set of boks showing cost of every pro-

duct of the farm, with a general and

specific knowledge of the conditions of supply and demand of all the products

of the farm in the market of his own country and the world, places him in a

position to attain success and enjoy

his control.

Hon. James Wilson, secretary of agri-

culture, speaking of the importance of

agriculture, says: "What the farmer in his own modest and indetatigable way, has done for the country in the past

twenty years would take a volume, not

years it was the farmer who practicall maintained the balance of trade in ou

favor. It was the bread and meat and

cotton, which he provided for the foreigner's consumption which wiped out the portion of our national debt held

in foreign lands. In the past twenty

years over thirteen billions of dollars

worth of products raised by the toil of American farmers has been contributed

to foreign markets." Speaking of what the department of agriculture has done

he says: "It controls the interstate and international commerce in animals and

animal products. It has arrested the

march of Texas fever northward. By in

specting and guaranteeing indemnity from contagious diseases of our cattle

shipped abroad it has kept open the

foreign markets for our cattle. It has successfully controlled the spread of disease among our domestic animals, and guards our coast line and jund

boundaries by excluding animals affected with contagious diseases or otherwise threatening to our agricultural

"It has checked the ravages of insect

pests and plant diseases threatening with losses aggregating more millions of dollars, yearly than it has cost to

Notwithstanding the industry, frugality and energy of the 5,800,000 sturdy farmers and the aid rendered by the de-

partment, agriculture has not expanded

and prospered as other great lines of in-

dustries have grown and prospered in our country. The treasury bureau of

structive comparison of the growth of

tion with the exports of agricultural products and manufactures. The bureau

works out some interesting percentages. They show that the increase of agricul-

tural production in thirty years was 92.1

per cent., while the export during the

same time increased 131.8 per cent. The production of manufactured articles was

enlarged 209.1 per cent., while exports of manufactures increased 527.7 per

during the same thirty years.

Statistics of the United States show in 1850, farmers owned 55.59 per cent. of

the entire wealth of the nation. In 196

the farmers only owned 21.27 per cent of the wealth of the nation. From

whatever standpoint you view the mat-

whatever standpoint you ter, whether in the presence of we or in production and export, for cause or causes, farmers are los house, prestuent

agriculture and manufacturing produ

our country. The treasury bureau statistics makes an interesting and

a paragraph, to tell. Until very recent

osperity as far as the matter is under

knowledge of their business in all if

terests in the United States. The cap

and power to galvanize into pro

Patrons of Husbandry **OUTLINED BY MASTER JONES**

At To-day's Session of the National Grange.

THE EXTENSION OF THE ORDER

Congratulations for the Grange and for the Farmers---First National Meeting in New York State in Ten Years.

Following is the text of the annual address of the master of the National grange, Patrons of Husbandry, Aaron Jones, of South Bend, Ind., delivered this

Officers and members of the Nationa

Ten years have come and gone sinca the National grange met in the Empire state. Great improvements in manufacturing, transportation and changes in methods of business have been made in that time. Has agriculture kept step with changed conditions and the progress of the age in which we live? Has our order increased in membership, in influence and power, in keeping with the wonderful progress of our country? Every year since then the master of the National grange has called attention to the growth of the order, its increasing influence in state and nation, and the grand achievements it has accomplished.

It affords me pleasure to state that the

st year greater progress has been made, more new granges organized, more members added to the order, more efficient work done, and greater achieve-ments accomplished than in any preceding year. These gratifying results come from greater devotion to the purposes of our order, and more effective work along the educational, fraternal and cooperative features of the order. vast membership has learned that all those engaged in agriculture, whether living in New England, on the Pacific shores, in the sunny South land, or in the valleys of the Mississippi and Cenfral states, must stand united, and cooperate with each other to secure for agriculture its legitimate influence, equity the other commercial and industrial interests of our country. The recognition and realization of this fundamental prin-ciple is a necessary step in the reinstate-ment of agriculture to that exalted position its importance in the industrial world entitles it to.

I, therefore, congratulate our order and the farmers throughout the United States that the foundation is laid deep, solid and permanent, on which to restore agriculture to its rightful position as of rst and greatest importance of all the industrial interests of the nation; not only materially but influentially. The order of Patrons of Husbandry being the only national organization representing this great interest, you, its representatives assembled in national council, have resting upon you a great responsibility. Our members and the millions of farmers of our country are looking to this meeting to devise means for the welfare of our order and our country, that will improve and advance the material in ests of agriculture and elevate the citiof the United States,

Extension of the Order.

All the methods heretofore used should continued. The publication and disbe continued. The publication and dis-tribution of grange literature should be increased. The publican of the National grange "Quarterly Bulletin" should be continued, and a copy sent free to each continued, and a copy sent free to each officer of subordinate pomona, state and national granges. Every subordinate grange in the United States should be asked and urged to co-operate with the asked and urged to co-operate with the National grange in extending the order by subscribing for a copy of the "Quar-terly Bulletin" to be sent to the family of every member of their grange, and to of every member of their grange, and to such other persons as the grange may desire to secure as members. These copies should be furnished at cost. If, in copies should be furnished at cost. If, in addition to this, each member of the order would consider himself an active committee to promote the extension of the order by inviting all such persons to the order by inviting all such persons to membership, its growth would be phenomenal. This method, if systematically applied, of distributing grange literature, informing those outside our gates of the scope, work and benefits of the grange, with faithful work by deputies, will double the membership of the order in 1904. The cost to subordinate granges would not exceed one-half of the per feee would not exceed one-half of the per feee. would not exceed one-half of the net fees would not exceed one-man of the net rees received from the increase of member-ship thus secured. All the literature of the grange, the important reports of of-ficers and committees of the National grange, should be published in supple-ments to the "Bulletin" and sent out with

curing second-class postage rates. The benefits to the order of a large increase of membership are, that it would insure large meetings, give ample revenue to all granges, enabling them to build and own good halls, establish their own li-braries, secure good lectures, and for any other purposes that grange treasury should be used for, without increasing cost of individual membership, and mul-tiply their influence in securing state and national legislation and equity in

Every grange meeting should be made interesting and profitable. All officers should have their parts of the ritual memorized and be fully equipped to discharge all the functions of their offices with credit to themselves and honor to the grange; and all members of the order should remember it is their duty to impart profitable information and suggestions, as well as to be benefited by them, thus benefiting as well as being benefited. A grange whose m are thus vieing with each other will have interesting and profitable meetings, with large attendance at every meeting. Such meetings will impress more forcibly on the minds of those outside our gates the great value of the grange than words ndation that all granges should hold weekly meetings, promptly on time, have a well arranged programme, and have a time for closing the meeting, and not only open on time, but close or

The grange, the agricultural and the local press are all friendly to the principles and purposes of our order, and have rendered valuable aid to it. And we desire to extend the thanks of the national grange. And we urge upon our membership the importance and value of these aids, and recommend the cultivation of intimate and mutual co-operation. Our members should, as they do, liberally patronize the press and use their influence in extending the cirdation of good papers and in contribut-

ing to their columns.

The "National Grange Quarterly Bulletin" being devoted entirely to advanc-ing the interests of our order, the educa-tion of its members and the fostering of fraternal ties, is no wise nor in any sense in competition with any grange or agricultural paper, and tends to increase the demand for other publications.

This is an age of development, an age when thought, education, and mental ac culture is no exception to the rule. grow, to develop, to keep step with this age of progress, the minds of the people must be quickened, broadened and guided by knowledge, and the press of our country is one of the most potent factors in developing this mental activity that leads to enlightened citizenship, and makes men strong, independent, self-reliant, and lifts the citizen above partisan, section or sectarian prejudices, and gives to each citizen the power to analyze and determine for himself all questions effecting local, state or na-tional policy. With a cl'!zenship com-posed of broad-minded, clear-headed, well-informed men and women, the dem agogues and the humbugs, of every kind and character, have lost their power for evil. Such a citizenship will secure equitable laws, restraining co-porations securing justice and equity in transpor-tation, and controlling all combinations of capital and labor injuriously effecting the citizenship of our country; and ther every business, every interest will stand or fall, depending entirely upon the abil-ity, wisdom and energy of its managers, and on its own merits or defects.

Brother J. W. Darrow, acting as press agent for the state grange of New York, has been of great service to the order in promoting greater co-operation of the press with the work of the grange. The extent of this work will more fully appear in the brief report I have requested him to submit to the national grange to which I desire to call attention. The total circulation of the papers using the grange items is 661,000.

Education. It has been repeatedly urged by the national, state and subordinate granges, that nature's studies and the elementary principles of agriculture should be taught in our public schools. We note matter, and believe in the near future this feature will become a part of our public school system, to the very great advantage of agriculture, and the entire community. Every grange in the Unit-ed States should in fact and in practice be a school for the practical of tion of the possibilities of the farms of its members—should be a farmers' institute, a literary society teaching practical agriculture and developing trained minds. And in addition, each grange minds. And in addition, each grange should be a school where grace and ease of manner and all the forms of polite society are exemplified. What higher commendation could be asked than that all the members should, in their grange, in their homes and in their grange, their homes, and in their lives, teach the great lessons of gentility, indufrugality, and characterize all their acts

Field Meetings.

Each year demonstrates more clearly and forcibly the great value to our or-Any defects in their/managem

always be invited to attend, and write up the meetings. A synopsis of the ad-dresses should be published in the local press of the county. These reports

reach a great many people who for va-rious reasons are unable to attend.

I am pleased to be able to chronicle that the Order of Patrons of Husbandry's relation to all other associations whose purposes are to improve society, foster fraternal good will, and promote good government, is close, intimate and friendly. We also take pleasure in stat-ing that the churches and schools have all learned that our order promotes the cause of both, and hence they are warm supporters and advocates. facturers, professional men, and all le-gitimate business associations have also arned that the grange promotes pros perity to the basic industry of the country and hence increases the general prosperity and promotes activity in all legitate enterprises of the country. se various associations concede these various associations concede the claims of the grange to receive as a re-ward of the labor of the husbandman his just share of what the harvest yield to be just and right, and when broadly

Co-operation.

In addition to co-operation in its broader sense, as applied to church, school, grange and citizenship, in its varied relations to town, county, state and nation, there is a necessity for business co-operation. I said in my annual

address one year ago:
"Individual members may form cooperative or stock associations, such as
mutual insurance, fire and its mutual insurance, fire and life comsociations, building and loan companies elevator associations, cold plants, warehouses, and establish feed stations, stock exchange and sales yards, utter, cheese and condensed milk factories, and such other business arra or purchase, of the products and sup plies of the farm. All business associa-tions should be established on sound business principles, and managed by honest men with large experience and qualifications, and all transactions should be conducted on the cash system. Under no circumstances should the credit system be encouraged. The Order of the Patrons of Husbandry, subordinate pomona, state or national granges, should not be involved as an organization in any of these business enter This paragraph has been read and con-

sidered by hundreds of thousands of patrons, and after mature thought, and understanding the environment of the farming population in the several states relative to the sale of the products of the farm and the purchase of the sup plies needed in the successful prosecution of the business of the farm, I am more and more convinced that the time has come when the farmer must provide for the distribution and sale of the products of the farm. It is a duty he cannot escape or avoid in justice to himself, his family, and his country. Combinations and trust methods in the sale of supplies and in the purchase of the products of the farm have in previous addresses been set out. A striking and forceful illustration of these methods and their ef-fect on both the producer and the consumer is furnished by the market re-ports of meats. October 10, 1902, market reports show that in one of the leading live stock markets of the country, the price of hogs has been lowered during the year 30 per cent, and the price of pork raised 10 per cent, roofit to the meat trust, taking 30 per cent, from the farmer and 10 per cent. from the consumer. Beef steers in the hands of farmers were reduced 20 per cent, and dressed beef raised 10 per cent., thus adding 30 per cent, profit to the trust and taking 20 per cent, from the farmer and 10 per cent from the consumer. More than \$150,000,000 has been lost to the live stock industry in the past year by the manipulations of the meat trust. This may in a measure explain how the meat trus may contribute \$50,000 to place the offi cial management of a single city under obligations to it. If the entire product of the farm—wheat, corn, hay, cotton, live stock, dairy and fruit, is taken into account, farmers have lost more than \$700,000,000 in the past year through mabecause farmers have not developed and guarded business system of selling the products of the farm. Farmers have also suffered another great loss in the pur

chase of supplies needed in their bu The question is, shall farmers longer depend upon others, petitioning legisl tures and congress to enact laws and waiting the delays and uncertainty of the courts enforcing them, to protect their rights? Or shall farmers get to gether and in a lawful, orderly and busi ness way, guard and protect their right as other great interests are guarded and protected, and secure just and equitable prices for their products and labor, and at the same time give to the consuming public the products of the farm at fair

Since the beginning of the exchange of the products of labor an unremitting battle of conflicting interests has been waged. While this warfare was cor ducted along legitimate lines, prices and business were natural, and fair to every interest involved; but when legislation combination and merging of interests into true iscriminations in trans-

of every farmer—yes, the duty of loyal citzien—to investigate and yer the causes that have contrib-to this condition, and aid in their sons must have charge of all these associations. Past experience has denonstrated that life and fire mutual insurance companies have saved our memoers many millions of doilars. Equal advintage could be secured by the other associations suggested. Trust and loan companies will enable farmers having surplus funds, ways and means to furrish those needing money to develop homes and enable them to market crops to greater advantage, and sell only when needed for consumptive demand. Farmers should provide granaries and sorage on their farms, and not be compelled to rush their products into public eleound that the laws have discriminated and contributed to this condition, amend a repeal them. If it be found that comtions of empitol or labor unions, exsive and discriminating transports

cessive and discriminating transporta-tion charges are some of the causes, correct these abuses.

While competition existed in this country, prices were normal, but merg-ing of competing interests into great combines or trusts, destroyed competi-tion and arbitrary prices took the place of competitive prices Corporations fixed of competitive prices. Corporations fixed the prices of what they bought and what they sold. Foreign competition was shut out to the extent of the wall of protec-tion, and the manufacturer was enabled to fixe a higher price in America, and make a lower price for the same article in foreign lands, thus using the laws of the United States to impose exactions on American citizens higher than on the foreigner, thus giving the foreign agriculturist who is in competition with the American farmer an additional advant-age. I said one year ago in my annual address, when that condition prevails, and it is now admitted that it does prevail, "Any law in force which enables manufacturers to sell, and they do sell, in foreign countries any manufactured article at a less price than they sell to of our country to discriminate against our citizens, said law or laws should at once be revised, amended or repealed, and all such practices made impossible

I again repeat it, and assert that it those who have the power to correct these abuses to American citizenship, de

not correct them, the people should and will correct them.

The American farmer meets the products of all lands and countries in the open market of the world—is in compe-tition with the cheap lands, labor, trans-portation and taxes of South America, Australia, Russia, and all other countries, and if the burden of paying higher taxes, discriminating and excessive transportation charges, higher prices for the machinedy and all the necessary supplies with which he cultivates his lands are imposed on him, the burden becomes unendurable and humiliation and loss of that sturdy manhood on and loss of that study mandata which the liberties and glory of this republic rest are undermined and destroyed. It is equally humilitating and dishonorable, and has the same effect on the honesty and manhood of the peoole, to seek and take advantage of law and cunning to make and accumulate money by such methods, and lends to the overthrow of high honorable citizenship and good government. It matters not whether these conditions are secured and brought about by the enctment and maintenance of laws, cor

binations of capital, or by the arbitrary dictation of trade unions. ions. Whatever selfish advantage they have secured is taken from the majority of the people. The people are becoming exhausted and restive. If combinations of capital and labor will not consider the interests and rights of those outside their organizations, then it is time that the majority of the people, who pay most of the taxes and maintain the nation, should force their interests on the attention of these organizations and country. They can make the laws, and enforce them, upon which both or-ganized capital and labor depend; and

it clearly becomes their duty to do so, It clearly becomes their duty to do so, Bishop McCabe issued this note of warning to laboring men: "If the laboring man does not stop continually striking while he is receiving high wages, capital will grow weary of this incessant strife, and he will find himself. sant strife, and he will find hidself, walking the streets eager to secure any kind of work." Strikes and lockouts are treated as though the labor organizations on the one hand and the capital invested in the manufacturing plant, or mine, on the other hand, were alone interest-ed. This position is untenable and un-sound. The manufacturer may yield to any excess demanded, and place the ad-attional cost on the article produced, and urload the excessive cost on the consum-Or, the manufacturers or dealer er. Or, the manufacturers or dealers may combine and fix arbitrary and excessive prices on their products, without resurd to cost of material and labor, and the result is the same, and the practice is equally unjustifiable and reprehensible. This process may go on—as it has some on—antil prices have reached the limit. The American market is the best market in the world, but these exactions may be continued until the average American citizen becomes discouraged American citizen becomes discouraged and relaxes his energies and refuses to become the mask horse of combinations of capital and labor unicus.

Legislation Demanded.

I again call attention to the legislation and thirty-sixth sessions of they-fifth and thirty-sixth sessions of the National grange. For the arguments in support of the legislation demanded, I respectfully refer to the journal of precedings of the thirty-third, thirty-fourth, thirty-fifth and thirty-sixth an-nual sessions and the action of the va-rious committees and the addresses of tative committee to the congress

rec delivery of mails in the rural tes, and that the service be placed as more permanent footing as the try of mail in the cities, and the demands and the benefits of the ser boylde for postal savings banks.

mit an amendment to the con-

the people.
4. Submit an amendment to the Constitution granting the power to congress to regulate and control all corporations and combinations, preventing monopoly

the Interstate Commerce commission, giving it authority to determine what changes shall be made in or practice to be discripinative or unreasonable, and their findings to be immediately operative, and so to continue until everruled

by the courts.
6. Regulate the use of shoddy.
7. Enact pure food laws.

8. Provide for the extension of the

S. Provide for the extension of the markets for farm products equally with manufactured articles.

9. The endetment of the anti-trust law, clearly defining what acts on the part of any corporation would be detrimental to public welfare.

10. The speedy construction of a ship canal connecting the Mississippi river with the Great Lakes and the Great

all Federal officers, and placing them on basis of similar service in private

usiness.
I again recommend to the several state granges that they continue to urge upon their respective state legislatures the chactment of appropriate legislation on the following important matters.

1. Anti-trust law and provision

state inspection of all corporations.

2. Secure law on taxation that will compel all property to hear its just proportion of taxation. 3 Pure food law.

4. Provide state -railway commission with full power of fixing maximum rate of freight and passenger service on all railways subject to their jurisdiction. 5. Such a revision of the fees and salaries as will place them on an equitable

Farmers should press their claims from year to year until the legislation sought is secured, and hold their repre-sentatives in state legislature and in congress officially and personally re sponsible for their actions on all measures effecting agricultural interests. The road to success in legislative matters, as in all other matters, is found only in remaining courteous, persistent, firm and unyielding in demands, and em-phasizing them with all the power wa

possess as citizens.

I congratulate the order on its steady, consistent course, standing practically unanimous, from year to year, for its demands; and the growth of public sentiment indorsing these demands as just and right. Such a record is gradually establishing for our order its high char-acter, and accounts for its wonderful influence in national affairs.

Free Rural Mail Delivery.

The extension and growing popularity of this branch of the public service, which was secured by the carnest work of our order, is most gratifying to all rural communities, Believing the grange should stand for and urge such greater benefit and advantage to the people. Certain changes in the parcels post service, the establishment of postal sav-ing banks, the introduction of the tele-graph and telephone service in connection with the mail service, would be of vened at Niagara Falls, N. Y., October

22, 1903, I said in part:

"The parcels-post as now conducted through the mulis is a very great conthrough the mails is a very great convenience to the people, but this branch of the mail service needs to be thoroughly re-adjusted, both as to prices charged and the size and weight of mailable packages. Packages are now limited to four pounds in weight. In our opinion it should be increased to at least twelve pounds and the cost reduced to reasonpounds and the cost reduce

chandise being sent to some foreign countries such as Bahamas, Colombia, Danish Indies, British Honduras, Ja-maica, Mexico, Solvador, Newfound-land, New Zealand, Venezuela, and ing in the United States, but should the the packages, but do so at 4 cents les per pound. In our opinion this is wroni and cannot be justified. No American residing abroad, nor any foreigner loss cost than the humblest America citizen residing in any part of the United States. These trougalities and injustice the of the new corrected and

but profitable to the government and pound or traction of a pound 2 cents. Such service would encourage an ex-change of samples of all commodities.

atal Savings Banks.

igs banks will promote thrift, life, to husband their earnings and to their surplus earnings in the of the government, on which rate of interest could be paid. the government, if possible increase their loyalty. The encouragement industry, frugality and thrift we goat now paid to the few now holding

Telephone and Telegraph.

"We believe that the time has com degraph and telephone service in connection with the mail service of our country. Millions of dollars are spent annually to provide rapid transit on land and son, and quick delivery of all mail matters in all centers of densely populated districts. The vast sums thus mountly expended, when legitimately mg, loyal citizen objects to. So, too, the American citizen should hail with enthu-108m and advantages to American ci cuship of the inauguration of a well

stest against such changes, but in a public like ours, the public good of the any should not be sacrificed that some rivate interests or corporate interests my be enabled to make large and exve profits. The people support and ses and under all circumstances are

ready to uphoid our country's cause with their lives against encroachments on our rights by any nations o on our rights by any nations or peoples. The people, therefore, have a right to ask and expect that no private interests should stand in the way of the enactment of such laws as will secure the greatest good to all.

"Such thoughtful and helpful interest shown by the government for those in the common walks of life would, in our opinion, tend to create a healthful pubsentiment that would stay the growth of baneful anarchistic tendencies in our The love, loyalty and patricountry. The love, loyalty and patri-otlem thus encouraged would afford the strongest possible safeguard to Amer-ican liberties."

Country Roads.

The importance of good country roads is apparent to everyone. Manu-facturers, merchants, railways, and all the business interests of our country are interested in good roads. The gov-ernment has expended more than \$500,-000 000 in improving river harbors, and proposes to spend \$200,000,000 in building an isthmian canal, all of which re-ceives the hearty approval of the agricultural classes. This money was exinges and to reduce the cost of trans-It costs to carry, in the present condi-

tion of roads, by wagon, the products of ne country to railway stations, to unal, river, lake or ocean docks, as hown by careful estimate, \$900,000,000 nually. This vast sum is more than costs to maintain our 200,000 miles of ervative estimates show that good ads would reduce this cost at least one-half, or a saving of \$450,000,000 an-nually. Not only that, and the comfort and convenience, and the saving of wear and tear of wagons, carriages and teams, but it would make available the products of the country at any time and enable the market to be kept constantly supplied. It would preare our country roads for the use of yeles and automobiles, and make the value of real estate more than \$2,000,000 Good roads would be of incalual dvantage to the government in case of

There is no more profitable investment of money, nor a more just one, than that government and state aid should be rendered to develop a complete and per-fect system of country roads, and stop the useless waste of labor and mo annually, in filling mud holes and grading undrained country roads, and the waste of energy in hauling over unnecssarily steep grades. The time is here hen farmers, for all they have done in ilding railroads, improving rivers and rhors in the interest of commerce in ring manufacturing, and making possible our great towns and cities, good roads, enhancing the value of all of our matchless country.

Forestry.

Each succeeding year demonstrates more forcibly the importance of refor-estration and the preservation of our great forests, and we are pleased to note that many states are co-operating with the government in reforestering lands unsuited to cultivation. The importance of this matter to agriculture and our country can hardly stated. Destructive floods, serving of fertility, modifications of cli-matic conditions, and the needs of suc-ceeding generations al demand the pre-servation of our great forests, and I re-new my recommendation of one year serving of fertility, modific

Since our last meeting, Brother John Trimble, one of the members of the or-der, our efficient, able, and ever kind and

expected. His failing health Lansing meeting gave evidence order he loved so well could recare and counsel but a short tim ger He was laid to rest with the tiful and impressive coremonies helped to establish. Sister M. A. Mars, the lovable and de-

voted wife of Past Master Thomas Mars, has passed to her eternal home. Sister Lucy L. Bancroft, wife of Past Master E. H. Bancroft, of Delaware.

has gone to her home in Heaven. She was one of those loving and lovable women—earnest and faithful in her work for our order.

In Conclusion.

In Conclusion.

I desire to express my appreciation to all my associate officers and all members of the order for the very great kindness at all times extended to me. I have endeavoyed to do my duty as I saw and understood the great work our order is striving to do. The wonderful growth and prosperity of the order is the result of the harmonious work of our vast membership inspired by fraternal love and an earnest desire on the part of all to advance and remote the great interests of agriculture, and develop the ts of agriculture, and develop the

Master National Grange

GRANGERS OFF FOR THE FALLS

Two Hundred of Them in Four Special Coaches.

BUSINESS BEGINS ON MONDAY

Memorial Services at Fitzhugh Hall Sunday Afternoon --- Large Classes for the Seventh Degree Honors.

The National grange took a day of from business this morning, and started out on a tour of sight-seeing. Four special coaches carried 200 of them to Niagara Falls over the New York Central's Falls branch. The train started at 8.25 a. m. and will leave the Falls or



T. C. ATKESON, Morgantown, W. Va., Master of the West Virginia State Grange.

the return trip at 4.55 p. m., arriving m Rochester at 7.45 p. m. The excursion was under the direction of New York from distant states who have never be

fore had an opportunity of beholding the great spectacle at Niagara. The next business session of the grange will be held Monday morning at clock in Fitzhugh hall. It is hoped that at that time Assistant Secretary of Agricultural Brigham will be present at the session and at those of the remainder of the convention, which closes next

To-morrow afternoon there will be a brief memorial service in Fitzhugh hall who have died since the last convention

The degree work exemplified yesterday afternoon by the teams from Payette-ville and Geddes, in this state, was high by praised by those who wirnessed it. The Payetteville took the Brat and fourth degree work, the Geddes toom

Quelda river, which can be made bee

MPS COP FLIA APKESON. National Grange.

Fayetteville—Master, H. J. Knapp; overseer, Duane Smith; lecturer, Mrs. C. M. Peck; chaplain, Frank Vedder; assistant steward, M. B. Snook; lady assistant, Mrs. B. W. Wilson; secretary, Miss Ida Reilly; treasurer, C. M. Peck; steward, B. H. Wells; gatekeeper, John Gregg; Flora, Mrs. Frank Vedder; pomona, Mrs. D. H. Wells; ceres, Mrs. George Taylor; planist, Mrs. Edith Maltby.

overseer, W. C. Mitcheli; chap-lain; G. T. Hubbell; lecturer, P. D. Schuyler; steward, J. Fay; lady assist-ant, Minnie Smithier; treasurer, J. H. Jerome; gatekeeper, P. J. Schuyler; as-sistant steward, R. Worker; lady assistant steward, Harriet Smith; flora, Mrs. W. C. Mitchell; pomona, Mrs. An-drews; ceres, May Corey; pianist, Mary

the grange inspected Mechanics Insti-tute by invitation of the board of trustees. The visitors were much impres by the magnitude of the building and the wide scope of its work. Tea was served to the laddes of the grange. L. P. Ross, president of the institute, made an address of welcome, and addresses were given by National Master Aaron Jones, T. C. Atkeson of West Virginia, H. C. Raap of California, and S. K. Thompson of South Carolina. Tea was erved in the demonstration room by Mrs. William S. Kimball and Mrs. Frederick P. Allen, and coffee by Mrs. Arthur S. Hamilton and Mrs. Walter S. Hubbell. Mrs. William S. Lee was

Last night another large class was in itiated into the seventh degree. Mo than 700 candidates have taken that d

CHRONICLE.

GRANGERS WILL VISIT INSTITUTE

BIG TECHNICAL SCHOOL.

THOUSANDS OF DELEGATES

Are Present From All Parts of the Country-Patted Themselves on the Back a Little in Speaches at the Chamber of Commerce Hall.

day, and an attentive hearing was given the speakers and those who read reports. It is evident that the delegates to the convention and the many others who have

convention and the many others who have come to attend it are deeply interested in the welfare of the organization and the purposes it is striving to accomplish.

Delegates are in the city from every part of the country. There are five from California, four of whom have made application for the seventh degree of the grange. It is estimated that those who have already been in the city to attend the sessions of the grange will number 4,000, and from 600 to 800 of these are delegates and visitors from outside New York state. The sixth degree was conferred upon 284 members Tuesday night, and yesterday applications for the sev-

receive it to-night.

The morning session yesterday was spent in receiving reports from national officers. Because of the preparations for conferring the seventh degree, there was no business session in the hall in the afternoon. In its stead on informal precision.

no business session in the hall in the afternoon. In its stead an informal meeting of the Patrons of Husbandry was held in the Chamber of Commerce.

One of the features of to-day's programme is the reception to be given the grangers at the Mechandres Institute by the Board of Directors and the Domestic Science Board, from 3 to 6 o'clock in the afternoon. They will be received in the library; and in the adjoining room, the demonstration room, tea will be served by Mrs. William S. Kimball and Mrs. Fredoric P. Allen, and coffee by Mrs. Arthur S. Hamilton and Mrs. Walter S. Habbell, Mrs. William B. Lee is chairman of the Committee on Arrangements.

After the reception, the institute's guests will be shown through the Eastman building and the manual training huilding, and will be given an opportunity of seeing a number of the classes at work.

The institute, since it devotes itself as thoroughly to the interests or young wom-

institute is one of the three great technical institutions of the country, of which there are none in the West, so that many from the Western states are eager to learn something of the work it does.

Its five departments will be thrown open to the grangers. These are the department of fine arts, department of industrial arts, department of mechanic arts and seigness department of menual training and nces, department of manual training and department of domestic science and art. The institute is about 100 yards from the convention hall, corner of Plymouth ave-

nue and Spring street.

At yesterday morning's session a resolution was introduced by George B. Horron, of Michigan, suggesting that the next meeting of the National Grange be held in the state of Iowa, Minnesota or in one of the other agricultural states of the Middle West, and that one day be devoted to an "open delegate convention," for the purpose of arousing interest in and re-establishing the grange in these states.

Report of Officers.

It was announced by the Committee on Order of Business that the election of offi-cers and installations would be held next Wednesday forenoon. Reports were given by the national officers whose names fol-low: Governor N. J. Benjades, of Nav by the national observes whose mades to low: Governor N. J. Bachelder, of New Hampshire, lecturer; W. C. Jewett, Wor-cester, Mass., steward; Mrs. E. S. Mc-J Dowell, of Rome, N. Y., treasurer; G. W. Baird, Edina Mills, Mina., gatekeeper; Mrs. Martha M. Wilson, Maguolia, Ili., eeres; W. K. Thompson, Liberty Hill, S. C. chapilain.

, chaptain. Governor Bachelder, in his report, said,

'In addition to these features of direct educational work, there are those of an indirect nature, but which are destined to have great influence for the welfare of agriculture. We refer to the teaching of the principles of agriculture in public schools and to securing the rights of ag-riculture in the so-called land grant col-

ges. "Marvelous progress has been made in recent years in the former, owing to a clearer understanding of what is contemdated in the movement. Those who have seen opposed to the plan were in many ustances acting upon the belief that we lesired to have the boys and girls taught how to do farm work rather than why it

"As soon as we have convinced people of influence that we desire to have taught n the schools, why crops grow rather than how to make them grow; why we cultivate the soil, rather than how to cultivate it; how certain combinations of feed af-

it; how certain combinations of feed affect animals, rather than what combinations to make, and the effect of water upon the element of the soil rather than the method of applying it, we will have removed the last vestige of opposition and secured the universal adoption of the plan in all the schools of the land.

"The result of such action will be farreaching both in the mental development of the child and in implanting an interest in agriculture that will continue through life, and, in whatever occupation or profession the person may be engaged in later years, will assert itself whenever the interests of agriculture are assailed. It research ests of agriculture are assailed. It requires earnest effort and the utilization of every means to perpetuate the idea that agriculture is the basis of all industries agriculture is the basis of the indistribution and, thereby, entitled to greater consideration in legislative matters than any other industry or any profession.

A telegram was received from Colonel J. H. Brigham, of Washington, D. C., as-

sistant secretary of agriculture, stating that he would be present at some time dur

ing the convention.

A pleasant feature of the morning session was the reception of O. H. Kelley, of Carribelle, Fla., one of the seven founders of the order, and the only one now living, if was given an enthusiastic welcome by the delegates. Mr. Kelley has a nices, Miss Caroline Hall, through whose efforts the woman members of the grange now

the woman members of the grange now enjoy equal privileges in every way with the men. She, too, is still living. The morning session closed with a drill and march, given by sons and daughters of the members of the Pittsford Grange.

At Chamber of Commerce. led with delegates and visitors at the afternoon meeting. Representatives from every part of the country were present, and a number of these spoke on various phases

of the work of the Grange. The session was conducted by Lyman D. Welch, of Pittsford.
Attorng these at this meeting was J. H.

attend the meetings of the Grange, but to

induce the seedmen of the city to send exhibits to St. Leais. He stated yesterday that he had seen a number of the local men in the business and that all thus far had promised to contribute.

W. G. Johnson, manager and editor of the American Agriculturist, was the first speaker. The importance of the farm and the farmer, he said, was coming to be properly recognized by all classes. There properly recognized by all classes. There was, he said, a great and growing demand for young men of ability, to conduct large farms and important agricultural enter-

"Then," said he, "men of the city are spending more and more of their time in the country. They realize as never before that by being in contact with nature as much as they can, amid healthful and invigorating surroundings, their chances for long life for usefulness and success will be greatly multiplied."

Mr. Johnson spoke in commendation of

the teaching of natural subjects in the public schools. The children whose atten-tion was drawn to investigate the myswould live more enjoyably and helpfully; they would be in every way benefited by possessing a keen and practical apprecia-

an's Standpoint' was her subject. She stated that the life on the farm was as carefree for the woman as life in any other position she might have. With the greater and greater privileges that she was graining her lot was growing more and more casy, she said.

The admirable character of the grange

and its value to the country were empha-sized by George M. Card, of Pittsford, in an address that won the applause or those present. The order, he said, was founded truth and justice, and, because of t it had thrived until it occupied a position where it could demand that its suggestions be given consideration by the legislative bodies of the country. He referred to the claim that the grange was the only so-ciety that admitted women to its memberciety that admitted women to its member-ship on an equality with men.

Grange in the West. Mrs. G. W. Baird, of Minnesota, spoke of the interests of the grange in her state. Through the efforts of the women of the State Grange, she said, the state Legis-lature had been induced to make an appropriation of \$25,000, that girls might be admitted to the State Agricultural School with the same privilege as young men, and with equal opportunities for fit-ting themselves for the duties of the farm-J. T. Ailman, secretary of the Pennsyl-

vania State Grange, stated that the agri-cultural interests of his state were far greater than was generally realized, pecially by those from the West. The grange, he said, was not as prosperous in Pennsylvania as in other states. While the state had 500 granges, the member ship was far below that of New York state. These granges, said he, were interesting themselves in advocating good

An earnest address was given by Mrs. B. B. Lord, lecturer of the New York State Grange. Her home is in Chautanqua county. After speaking of the value of fraternal organizations, she referred to the prominent places women were allowed to hold, and had hold, in the grange. She then dwelt upon the value of woman's work in the grange, in the church and in the nation, and concluded by emphasizing the importance to members of their being true to their obligations. James L. Cowles, of New York city, secretary of the Postal Progress League,

secretary of the Postal Progress Reagus, urged the members of the grange to take some action calculated to secure at the next session of Congress better mail service for the carrying of parcels. He gave the objects the league had in view—the redecidation of wall matter on the basis classification of mail matter on the basis of cost of the service rendered; the reduc-tion of postal rates; the calargement of the parcels post; free delivery, house to house, within the country; the extension of demestic rates to foreign business; postal insurance for all matter; postal currency

insurance for all matter; postal currency for the payment of small accounts by mail. The reports of national officers will be continued this morning and the reports of state masters will also be received. Besides the visit to the Mechanics Institute this afternoon, there will be an exhibition of team work by the Geddes and Fayette-

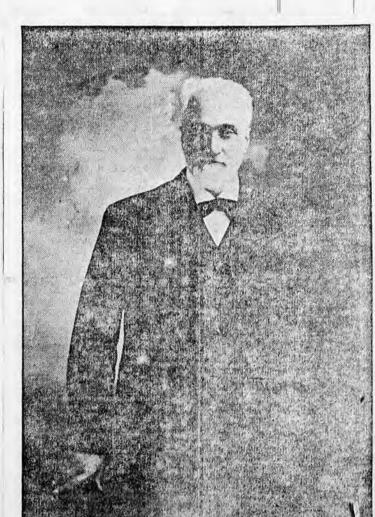
getting ready to consider with sarge canal project and its rela away that there is no occasion

about it to the neglect of the exigent barge canal voted by the the last election.
The place and method by which the

canal is to cross the Genesee river are of the utmost consequence to Rochester. A pool supposedly at river level las been mentioned as the preferred crossing. Just how such a pool can be construct mit the waters of Lake Erie to p ward in the canal and the waters of the Genesce to pass northward to the n Rochester after supplying the pool in the canal bed has not been clearing Unless a workable plan that will insure the undiminished flow of the Genesce river can be devised with the peol method, it would be well to consider an aqueduct just below the old state dam in Vienesee Valley Park. To take the Genesee river called pool might cause damage to the city for all time which could not be calculated. There has been talk of gates, but gates that would stop the river from running f Lake Eric from filling the eastern levds. Pipes beneath the river might carry e lake water under the gates and permit the even flow of the Genesec

The other alternative, an aqueduct right be employed by raising the canal level and digging away the rock at the a bed for the river under the great arches Such a construction would probably offer fewer engineering difficulties and flood difficulties than the pool. It is stated that river in a pool. But the waters of the river diverted for the time to the canal ran into the stream again. This might be the case to a limited degree with a barge canal pool and spillways. But at times the whole river might be diverted and lost.

The engineering problems | connected with the barge canal are grave, and there should be no mistakes. A mistake south of Rochester might be more cestly than the rest of the canal. And we hold that the state officials in charge of the work will not be justified in moving a spadeful of earth until the Rochester problem is mastered in accordance with a method that will insure the city's safety beyond peradventure and its industrial protection.



Aaron Jones, South Bend, Ind., Master National Grange, Patrons of Husbandry.

Canvass Shows That Over One-Half of Those Who Voted Did Not Touch Canal Lever---Correct Vote for School Board Candidates.

The Board of Supervisors, sitting as the vote, finished its work yesterday and the returns require but to be signed to make them official. Following are the votes on

them official. Following are the votes on the canal enlargement proposition and for common school commissioners: Canal, total vote, towns, 10,224; city, 17,216; county, 27,440—For, towns, 1,741; city, 3,506; county, 5,247. Against, towns, 7,733; city, 13,710; county, 21,441. Blanks, towns, 750. Plurality against, 16,196. The ward inspectors of election made no returns of the blanks in the city. Subtracting the total city vote for and Subtracting the total city vote for and egainst, 17,216, from the total for Municipal Court judge, 34,700, it is evident that 17,574 Rochester citizens, through apathy, inadvertence or ignorance of the voting machine, did not exercise their suffrage on this highly important issue; 358 more than voted on it. There were no void votes on the proposition.

Commissioners of common schools— Total, 60,072. Forbes, 16,785; Bausch, 18,088; Bsborn, 14,404; Chamberlain, 13, ode; Kennon, S. D., 2,220; Splitt, 2,212; Bauml, S. L., 351; Luedecke, 351; blank, 1,603. Forbes's plurality, 2,381; Bausch's, 3,684. Bausch carried all but the First, Eleventh, Thirteenth, Fifteenth and Twentieth wards. Forbes lost these and the Fifth, Seventh, Ninth, Sixteenth and the Fifth, Seventh, Ninth, Sixteenth and Seventeenth wards. Oeborn, like Forbes, carried ten wards, but the pluralities were not big enough to alter the result. He got the First, Fifth, Seventh, Ninth, Eleventh, Thirteenth, Fifteenth, Sixteenth, Seventeenth and Twentieth wards. Chamberlain won in the First, Eleventh, Thirteenth, Fifteenth and Twentieth wards. The heaviers vote was in the Thirteenth, Pifteenth and Twentieth wards. The heaviest vote was in the Seventeenth ward, 5.889, of which Forbes got 1,072; Bauseh, 1,146; Osborn, 1,087; Chamberlain, 1,023. The fewest blanks were in the First ward, four, and the most in the Sixth, 257. The School Board's best plurality were gained in the Tweifth ward, where Bausch got 1,702 votes and Forbes 1,513. They ran lowest in the First, where Forbes received 205 votes

A review of the Republican pluralities is not without interest, now that the offiin the order of size, as follows: Lodge (county), 4,633; Williams, 4,572; Pend, 4,510; Judson, 4,371; Hotchkiss county), 4,327; Otis, 4,270; Edgerton, 4,206; Bausch, 3,684; Hebbard, 3,539; Forbes, 2.351; Cutler, 910. The average plurality of these eleven candidates, who had Democratic opposition, is 3.765.

OFFICIAL CANVASS FINISHED. Bausch Received 18,088, Votes and Forbes 16,785 for Commissioner.

The official canvass of the vote cast that week's election was finished by the Board of Supervisors yesterday af-ternoon. The last returns to be can-vassed were those showing the vote for commissioners of schools, and then came commissioners of schools, and then came the vote on the barge canal proposition. As finally canvassed the vote for school commissioners stood: Forbes, 16, 755; Bausch, 18,098; Osborn, 14,404; Chamberlain, 12,042; Kerman, social democrat, 2,229; Split, 2,212; Bauml, social labor, 371; Luedecke, social labor, 351; blank, 1,603; total, 60,072.

When the vote on the barge canal proposition was canyassed it was found accessing to revise the unofficial figures printed in The Post Express on Thursrinted in The Post Express on Thurs-ay. The revised figures show a smaller total vote for and against, the propositotal vote for and against the proposi-tion, but a larger majority against it. The revised figures follow: Total vote on proposition, 10,224 in the towns and 17,218 in the city, a grand total of 27,440. There were 1,741 votes in favor in the towns were 1,741 votes in the city, a total of 5,247. The only 3,506 in the city, a total of 5,247. The try gave 13,710 against the proposition and the towns contributed 7,733; a total of 21,441, making a majority against the

Urges Farmers to Combat Union Tyranny

PROBLEM CAN BE 1/1/6. SOLVED BY THEM

Grangers Hear Straight Talk From Brigham.

END OF CLASS LEGISLATION

Assistant Secretary of Agriculture Tells National Delegates They Must Take a Resolute Stand.

Assistant Secretary of Agriculture J. 11. Brigham, of Washington, D. C., this morning addressed the National grange He spoke very plainly, and urged the armers to take a arm stand against the tyranny of organized labor and organized capital. Both, he said, were threatening problems which the argicultural chies plone could solve. His words were revolved with great enthusias

Two important resolutions were introduced. time, from Oregon, called for an investigation of the charge that the railroads are charging the government more for carrying malls than they charge the mail curriers. Both these resolutions were referred to the legislative committee. A delegate from Onio sent in a

tee. A delegate from Ohio sent in a resolution protesting vigorously against the adoption of the metric system.

Two resolutions of general interest were introduced into the National grange meeting this morning. One bears upon the pay of rural mail carriers, the other protested against the motric system. The latter came from Ohio. The session was opened at 9.45 welock by National Master Jones. The becometrion of resolutions followed. J. atroduction of resolutions followed. J. A. Newcomb, of Calorado, read one as

olved. That we petition the National



E. B. NORRIS.

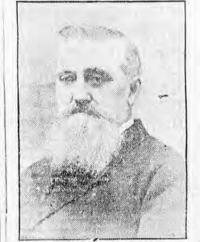
Sodus, Master New York State Grange, Crauge to instruct its legislative committee It was referred to the legislative com-

F. A. Derthick, delegate from Ohio, tem of weights and measures. He hinted that Onio was dead against the innovation, and much preferred the old-rash-

B. C. Patterson, of Connecticut, read

The reports of State grange masters followed. Governor Nahum J. Bachelder, of New Hampshire, brought out some interesting facts relative to groupe work in that state. He said that the order in that sinte now numbers about 25,000, or one-fitteenth of the whole population. The Pairons of Husbandry Insurance policies on grangers' property. Gover nor Bachelder praised highly the system

State Master Norris, of New York,



F. A. DERTHICK. Mantua Station, O., Master Ohio State

granges. The measure is about for the year.
Other state masters who reported were Oliver Wilson, of Hilmois; E. W. Westgate, of Kansas; Mrs. G. W. Balrd, of Minnesota; C. O. Raine, of Mississippi; G. W. T. Gaunt, of New Jersey; F. A. Derthick, of Ohio; B. G. Leedy, of Oregon; W. F. Hill, of Pennsylvania; F. M. Marchant, of Rhode Island; W. R. Thompson, of South Carolina; T. C. Atkeron, of West Virginia.
Colonel J. H. Brigham, assistant secretary of agriculture, was the guest of honor at the convention. His home is at

or at the convention. His home is Delta, Fulton county, Ohlo, where he For ten years he was master of the stat grange of Ohio, and for nine years, fro isse to 1897, was national master, im-mediately preceding National Master, Jones, He is widely known and very popular in the grange. Assistant Secre-tary Brigham arrived in Rochester this morning and was not by State Master E. B. Norris, of the New York grange. He entered the hall at 10.20 o'clock, and

was loudly applieded.
Assistant Secretary Brigham is a tall, broad-shouldered, muscular man, and a good speaker. His address this morning as follows: "I congratulate the grange upon the fact that of all the organiza-tions of farmers, it is the only one of held together by its care and its conservatism. It has refused steadily to mingle with partisan politics which has so often weecked other similar organiza

enceof the grange has been great. It has inspired confidence and manhood and womanhood among its members. It has qualified its members for portant work or governing the greatest

settled rightly without the intelligence may, You must stand against the boy-



cott and lockout. Also you must stand against the limitation on the output of manufacturies and against restriction upon willing workers doing the best he an for his employer because he en groduce better work than his associates

nonopolization of production and the intorference with competition along proper lines. You must take a lively interest in legislation. It is for the good of your family that you object earnessly to class legislation. The home is the safeguard of liberty. The grange is doing an im-portant work in beautifying and making more attractive the homes of its memers. There is no reason why the home of the farmer should not be the most

irn to Washington to-night In conversation with a Post Express reporter this norming he said that the department of agriculture intended to ask congress for gency cases, such as the foot and mouth disease, which it was called upon to com-bat last year. He attributed the enormous crops this year to the climatic con-ditions, and also, and not least, to the advance in intelligence which marks the farmer's methods. It is the alm of the department of agriculture, he said. to increase that intelligence and techni-cal knowledge to the highest point.

Tribute to Memory of Its Dead.

The national grange yesterday afternoon paid tribute to the memory of its dead. The national chapiain, S. K. -t. Thompson, of South Carolina, was in scharge. The roll of the dead contained the thompson, of South Carolina, was in charge. The roll of the dead contained the following names: The Rev. John John Trimble, of Washington, former secretary of the national grange; Maggle Marr, of Michigan; Lucy C. Bancroft of Delaware; Edward W. Davis, of Chiffornia, pustmaster of the California intate grange and past overseer of the atlonal grange; and Isaac C. Steel of

The name of the Rev. John Trimble was honored with special reverence. He was one of the founders of the grange and for many years its national secre-

tary. Governor Nahum J Bachelder of New Hampshire, said in his tribute: "We miss his inspiring presence and noble example, and we will never forget his characteristic "Good-bye. God bless you!' at the session of the national grange at Lansing, Mich. With soft-ened hearts and tearful eyes we pay this tribute to his memory. Similar services will be held on Sunday of the and those who associated with him happier, by kind words, good deeds and exof humanity than can be measured or

f the dead was read. The three godof the dead was read. The three god-desses who dispensed the flowers at the service were: Flora, Mrs. E. H. Wol-cott, of Kentucky; pemoins, Mrs. T. C. Atkeson, of West Virginia; ceres, Mrs. Martia Wilson, of Illionis. The vocal quartette consisted of Master J. A. New-comb of Colorado, Master W. F. Hill of Pennsylvania and his wife and Miss Jennie Rell of Vermont, Mrs. C. J. Bell of Vermont wife of the state master of Vermont wife of the star

Trimble and will be printed in the jour-

FOR RECIPROCITY WITH CANADA

Interstate Conference in Chicago Decides to Effect a Canadian Reciprocity Organization.

Seven Border States Were Represented-John Miller of Duluth to Be the Head.

Special to The Journal.

Chicago, Nov. 16.—Widespread interest in the realization of reciprocity with Canada was evinced by a conference of business men representing seven of the border states held at the Auditorium hotel Saturday afternoon. The conference, which was wholly in the initure of a consultation rather than a convention, was called by the Minnesota branch of the National Reciprocity league, which has been containing its attention to reciprocity with Canada. The object was to ascertain whether the demand for reciprocity with the Dominion was strong enough to make it possible and desirable to effect a powerful and practical organization designed to unlie the strength and efforts of all sections and interests desiring reciprocity with Canada. The otteome of the conference was a decident that there was an excellent prospect that an effective inferstate organization could be maintained, and that without such an organization it would be difficult to crystallize public opinion and hasten definite action. John Miller of Duluth, chairman of the conference, was instructed to appoint an executive committee of five or more, of which he is to be a member, to constitute and direct the organization. This committee has not yet been announced, but will be made up entirely of men greatly interested in the cause and willing to devote some time to its promotion. While this committee will insist upon adequate support, and if it does not get it, it will not take up the work. Expressions of orginic from different sections called forth at the conference indicated that the desired import could probably be obtained.

desired support could probably the desired support conbe obtained.

The committee on organization which, after canvassing the situation, decided to report in favor of forming an interstate organization, was composed of Governor Miller. Duluth: Ward Ames, Duluth: J. W. Cooper, St. Paul: Judge Nathoniel French, Bavenport, Iowa; H. E. Miles, Racine, Wis.; John Watson, Chiengo; M. J. Murphy, Detroit; S. S. Stratton, Jr. Richmond, Ind.; Camabell Shaw, Buffelo, N. Y. T. M. Knappen of Minneapolis, acted as secretary of the meeting.

recting.
The following resolutions were

The following results and adouted:

Whereas, in our opinion the movement in favor of reciprocal trade relations with foreign countries, which has been repeatedly indorsed by the large commercial organizations of this country, should, to be effective, take on a more definite and special form; and

Whereas, Canada is the greatest forcign country near to us, a country constantly growing in population and commerce, whose people are closely allied to us by blood, language, institutions, customs and instincts; and

Whereas, The time is now opportune for making a reciprocity treaty; be it

Resolved, That we should for the mutual benefit of the people of Canada and this country, encourage closer and more harmonious relations, and for this purpose we ask such action by this government and

ask such action by this government and its representatives on the joint high com-mission as will bring about liberal and fair reciprocal trade relations with Can-

Those in attendance were:

New York—George E. Dana. Syracuse
Chamber of Commerce: E. C. Seaeffer,
Buffalo Chamber of Commerce: Campbell
Shaw, Euffalo.
Michigan—John T. Shaw, M. W. O'Brien,
M. J. Murphy, Detroit Chamber of Commerce: William Judson, Grand Rapids.
Indiani—8. S. Stratian, Jr., Richmond;
P. E. C. Bawks, Goshen: W. B. Brinton
Commerce: C. Bawks, Goshen: W. B. Brinton

eru. Illinois-W. A. Rosenfield, J. W. Goode Ioline; R. R. Frye, Springfield; T. R. foline; R. R. Frye, Springfield; T. R. Peming, G. C. Staver, John Watson, E.

J. Noble, Chicago.
Iowa—Nathaniel French, J. W. Bettendorff, S. P. Lafferty, Davenport.
Wisconsin—H. E. Miles, O. W. Johnson.
W. T. Leewis, Racine; H. S. Baker,
Evansyille; G. W. Ogden, Ira B. Smith,

TO BE DECIDED UPON. ELECTION OF OFFICERS

Master Aaron Jones Again Chosen as the Head-Installation Will Take Place This Morning-Resolutions Adopted Yesterday.

A large amount of business was transacted at the session of the National Grange, Patrons of Husbandry, yesterday, and it was said that it was by far the most busy day of a very busy convention.

Among other matters of importance was

most busy day of a very busy convention.

Among other matters of importance was
the election of nutional officers, National
Master Jones being re-elected.

Shortly after the morning session
opened, the resolutions introduced at Tuesday's session, at the instance of Miss Susan B. Anthony, were taken up. There
was a spirited and somewhat prolonged
discussion, in which the delegates expressed their views of the woman suffrage
question freely. Not all agreed with the
sentiments of the resolutions, but they
were adopted by a good majority. The
resolutions follow:

esolutions follow: "Resolved, That the National Grange recognizes the equal rights of women by receiving them into full membership, with the privilege of filling every office and vot-

the privilege of filling every office and vot-ing for every officer and measure.

"Resolved, That the National Grange believes this equality of rights should ex-tend also to matters of state and that it fully indorses the suffrage for women and pledges its influence to secure for them this 'right protective of all other rights'— a voice in the government under which they live."

they live."

The resolution which follows was offered by W. F. Hill, of Pennsylvania;

"Resolved, That it is the sense of this body that the time and services of the worthy nuster, worthy lecturer and mem-bers of the Executive Committee be given in their lecture work the coming year to such states as now pay less than \$50 per

such states as now pay less than \$50 per year in dues and in states that now do not have representation in this body."

A resolution was also offered by F. W. Marchant, of Rhode Island, as follows:
"Resolved, That the Legislative Committee of the National Grange be and hereby is instructed to use its best endenvors to secure the necessary legislation to have basic slog menl properly classified as an agricultural chemical and admitted free of duty."

Officers of the National Grange were

Master-Anron Jones, of South Bend, Ind. Overseer-T. C. Atkeson, of Morgantown, V. Va. Lecturer-N. J. Bachelder, of Concord, J. H.

H. te d-J. A. Newcomb, of Golden, Col. ssmant steward-George W. T. Gaunt, of Mullice Hill, N. J.
Chaplain-W. K. Thompson, of Liberty
Hill, S. C.
Thompson-Eva S. McDowell, Rome, N. Y.

C. Gatekeeper-B. B. C. Patterson, Connecti-

it. Ceres-Mrs. Oliver Wilson, Magnella, Ill. Pomoni —Mrs. E. M. Derby, Delaware. Flora-Mrs. Raine, Monticello, Missouri. Lady assistant steward—Mrs. Laora Rapp.

California.

Member of Executive Committee-C. J.
Bell, Hardwick, Vermont. Bell, Hardwick, Vermont Session was devoted to the business of electing officers of the National Grange.

A resolution was adopted, fixing the

o'clock this morning. Another resolution, fixing the time for final adjournment at the close of this evening's session, was

The time of the convention to-day, and The time of the convention today, and until the hour of final adjournment this evening, will be devoted to action on resolutions, determining upon the next place of meeting, installation of officers, and unfinished routine business.

The annual assembly of the Priests of Demeter, Patrons of Husbandry, was held last evening for the election of officers and the transaction of business pertaining to the assembly. The following officers were

the assumity. The couring year:

Newton for the couring year:

High priest, George B. Hortoy, Point
Ridge, Michigan; priest archon, Aaron
Jones, South Bend, Indiana; priest annalist, Oliver Wilson, Magnolia, Illinois;
priest treasurer, Mrs. Eva S. McDowell,

Rome, N. Y.

The remaining priests, styled as follows, are appointive, and the high priest will announce their names when selected: Archevist, interpreter, hierophant, orator, first mystagogue, second mystagogue, conductor, messenger, herald.

NOVEMBER

A SHIP CANAL 8+6. BUILT BY STATE

NEW YORK COULD AFFORD IT, SAYS M'CLINTOCK.

A GILT-EDGE INVESTMENT

Water Power Would Bring Many Millions, Says County Engineer at Man's Gulld, Which Was Also ressed by Park Supt. Laney.

Engineer J. Y. McClintock and indent of Parks C. C. Laney wore ers at a meeting of the Men's

age annual rainfall on the inke bashus tributary to Lake Etle is equivalent to 618,000 cubic feet per second for a year, of which about 275,000 feet per second for a year, of which about 275,000 feet per second for a year, of which about 275,000 is evaporated from the lakes surfaces, and about 229,000 is evaporated from the lakes surface, and about 229,000 is disharged through Nagara river. The mean annual flow of Nagara river in the mean annual flow of Nagara river. By the lakes the lakes was a surface of the lakes was a surface between 1865 and 1895 varied from 187,256 labic feet per second in 1805 to 248, while the surface of the lakes warfed in that time as much as four and a haif feet. It requires the average flow of Nagara river about seventeen months to carry away that four and one half feet depth of water.

These facts warrant the assertion of the celebrated engineer, Lyman E. Cooley, that it would be possible to take away 100,000 cubic feet of water per second from the upper lakes without injury to Nagara river, Lake Ontario or the St. Lawrence river, Lake Erle is 572 feet higher than the Hudson river at Troy, while the available fall of Ningara Fails is less than 200 feet, so that if all the water of Ningara could be tirred into the Budson it could be made to devolop two and one-half times as bunch water power as is possible at Ningara Fails.

It is possible at high and an extension of the Hudson river, and as personable control of the fails at various panets, forming at extension of the Hudson river, and as personable control of the fails at various panets, where there would be thirty feet deep and 327 feet would be talls at various panets, where there would be cannot locks, and spilway dams somewhat similar to the tourt street dam in the Genesee river at the lawes of the surface of the would remain personal and would form a ship can

possible point and would creame permanent water power as follows:

Lockport, by,000 horse power for 24 hours each day and 63,000 for 12 hours; Alsion, 50,000 for 12 hours; Alsion, 50,000 for 12 hours; Median, 30,000 for 12 hours; Ruchester, 110,000 for 12 hours; Ruchester, 110,000 for 12 hours; Righton, 47,000 for 12 hours, 10,000 for 24 hours; Safrport, 50,000 for 12 hours; Sarryort, 50,000 for 12 h

able extent make us independent of the coal mines.

It is probable that such a river can be constructed for about \$530,000,000 and it can be done in such a manner as to not add anything to the borders of faxation. It is estimated that it would attract and accommodate 30,000,000 tous of freight per year, which could stand a toil of 25 cents par tou, which would yield \$7,500,000, while the water power would easily stand a rental of \$10 per horse power, or \$12,250,000, making a total lucume of \$19,750,000.

The cost of operation and maintenance might be \$4,000,000 and the interest at 2.5 per cent, on the cost would amount to \$8,750,000, which would leave a balance of \$7,000,000 per year for a sixthay find which would repay the cost of construction in fifty years.

Can there be any doubt as to the wisdom of employing men of nighest chracker, excellence and great reconlical shifty to study the possibilities of such a practical pion of construction and operation before the barge canal is built?

ROCHESTER CHAMBER OF COMMERCE.

At a meeting of the Trustees of the Rochester Chamber of Commerce held Thursday. November 19th, 1903, the following preamble and resolutions were unanimously adopted. The Chamber would be pleased to have you favorably consider same.

JOHN M. IVES, Secretary.

WHEREAS, Largely through the efforts of the Rochester Chamber of Commerce, the majority of nearly 200,000 by the State, practically unanimous outside of New York City and Buffalo, against building the thousand ton barge canal, which would do away with our present canal and prevent building a suitable deep waterway for the State and Nation, cannot be interpreted as unfavorable to proper waterway development, and

WHEREAS, The greater majority obtained in Greater New York, where the opposition was made largely on an appeal for commercial supremacy and against railroad discrimination, and what other nations had done with their canals (mainly ship canals), and that the bargeway was the best possible solution, can also only be interpreted as a desire for proper waterway develop-

WHEREAS. The State has signified its desire for new waterways and authorized an expenditure of \$101,000,000 therefor, and

WHEREAS, Other States are equally interested in an adequate waterway from the lakes to the seaboard, and the Federal Government has surveyed a 21-foot deep waterway through, costing but \$200,000,000, and yet carrying the 9,000-ton vessel in half the time and at half the freight rate of the bargeway, and such deep waterway alone meets the commercial and naval requirements of the State and Nation, and

WHEREAS, A new method of electric towing and other devices make our canals wholly serviceable for present needs, and equal to the 10,000,000 tons capacity of the proposed bargeway. without such huge expense, and

WHEREAS, So huge a project, and the largest appropriation by any State or Nation for a single object, should not be hastily inaugurated, therefore

RESOLVED. That the Rochester Chamber of Commerce respectfully petitions the Governor and Legislature of this State to a careful consideration of the above premises, to the conthat earnest efforts be made to secure such co-operation between the State and Federal Government as shall secure deep waterways through New York State, and be it further

RESOLVED. That this Chamber respectfully presents to the President and Congress of the United States that the State of New York has authorized new waterways at an expenditure of \$101,000,000 and that if the Nation should meet it on some co-operative basis, the 21-foot navigation system of the Great Lakes as already surveyed, could be extended to New York City. making these practically an arm of the sea and thus furthering the commercial and naval supremacy of the Nation.

IS CANAL BILL OF NO EFFECT?

Point Has Been Raised That It is Unconstitutional.

LAWYER TO PASS ON QUESTION

Ouestion Has Been Submitted to One of the Best-Posted Authorities on Constitutional Law in the State.

of the best authorities on constitutions law in the state, is investigating a con stitutional phase of the canal problem that may prove decidedly menacing t the proposed barge canal by forcing re consideration of the act by the legislature. The proposition is that the referendum bill that has just become a law does not confer adequate power upon the commission it creates to dispose of the canal lands to be abandoned and that accordingly any attempt on the part of the commission to dispose of such lands under the new law will be a violation the constitution of the state.

If it is shown that this point is well matter again submitted to the people a a constitutional amendment before the canal commissioners can deal with the canal lands. It is expected that the opinion of the lawyer will be make known this afternoon, and the anti-

bargers of the city confidently believe that it will sustain the contention that a sale of existing canal lands under the

canals may be improved, but does not provide for their being abandoned and sold. It is contended that sale is just what is contemplated under the new law. The so-called improvement, it is asserted, is practically the costruction of a new canal from the Great Lakes to fidewater. Less than 20 per cent. of the length of the existing canal is to be utilized in the

the existing canal is to be utilized in the construction of the barge canal.

On top of this complication, which is likely to prove disheartening to the Windy City canal beomers, comes the news from Albany that Senator Platt and Governor Odell are convinced that something must be done at the state canallal this winter to offer the senate of the vote to expend \$101,000,000 on the canals. It has been pointed out to Sen-ator Platt and Governor Odell by antisixty-one counties in the state only twelve voted "yes," and that this vote came largely from democratic cities. Be-fore the end of the conferences between Governor Odell and Senator Platt, it is sovernor Odell and Senator Platt, it is believed that legislation loking to a re-survey of the proposed canal route and a resurvey also of canal legislation will be mapped out.

Work to bring about the construction of a Federal deep waterway is being continual in this and other anti-barge canal centers of the other.

canal centers of the state. The results tions adopted yesterday by the board of trustees of the Chamber of Commerce were supplemented last night by an ad-dress delivered by John Y. McClintock. county engineer, before the Young Men's Gulld of the Third Prosbyterian church and also at the chamber meet-ing earlier in the day. After giving fig-ures to show the wealth and enterprise of the Empire state, the speaker asserted that thre is no sound reason with the of the Empire state, the speaker asserted that thre is no sound reason why the state cannot perfect and carry out a great project, as well as the United States or the great railroads or trusts. LAMBERTON SAYS STATE CAN'T TAKE PARK LAND President of Park Board on Proposed

Route of Barge Canal Through Genesce Valley Park. According to President A. B. Lamberton, of the Park Commission, the state may meet with difficulty in constructing the barge canal along the proposed route through the city. The surveyed route has through Genesce Valley Park, but President Lamberton doubts the right of the

dent Lamberton doubts the right of the state to use park lands for this purpose. Mr. Lamberton said:
"The Legislature has given the Park Commission absolute control over park lands, Under this act we have regulated the construction of highways, have excluded railroads, and have exercised supreme authority over the park lands. No necessity consequences. Various things are specifically prohibited by name in the act; the Legislature could that the canal would be moved to that

"Our powers in the parks are as plain as the fact that there is a park commis-sion. The case is not like others that depend upon amendments to give neces-sary authority. The parks should be held sacred. After the people of this munic-ipality have expended lumireds of thou-sands of dollars for the purchase, improvesands or dolars for the purchase, improve-ment and maintenance of the parks, is it probable that the state will attempt to es-tablish in our parks a nulsance, a blot upon the park landscape?

"It is only in the case of new high-ways," said Mr. Lamberton, "that prop-erty can be taken by condemnation pro-ceeding. After the line of a bighteen ceedings. After the line of a highway has been established, additional land needed for branches or improvements can only be acquired by purchase. The barge

canal project is, as I understand it, as improvement of a highway, a public waterway that has been established for tario Water Company, the right of a cor-poration or individual to outer the city with a public service without permission." do not think that the do not finise that the commission could prevent the state putting the canal where it pleased under the right of eminent domain, and if the existing law was, prohibitory it would be quickly amended to give the necessary authority.

PETITIONS FOR DEEP WATERWAY

IN PLACE OF THE PROPOSED BARGE CANAL.

WITH AID OF GOVERNMENT Resolutions Adopted by Chamber of Commerce Trustees-Petitions to he Sent to President, Governor, State and National Legislatures.

The regular monthly business meeting of the Board of Tenstoon of the Chamber

Owing to the absence of President T.

Central Library of Rochester and Monroe County

paper was in favor of parcels' post, as was the address at the National Grange on Tuesday. Colonel Albert A. Pope sent a bill, requesting the chamber to indorse the plan in favor of the proposed parcels' post. The bill was referred to H. R. post. The bill was referred to H. B. Hathaway, chairman of the Committee on Postal Facilities, and it was requested that a report be given at the next meet-ing, which will be held the first Monday in December. The following preamble and resolutions were drawn up, and after a lengthy discussion, were unanimously

adopted:

Whereas, Largely through the efforts of the Rochester Chumber of Commerce, the majority of nearly 20,000 by the state, practically manimous outside of New York dry and duffano, against the barge canal, which would be considered as suitable deep waterway for the state and nation, cannot be interpreted as antavorable to waterway development, and The greater majority obtained in

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Greater New York, where the opposition was
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also only be interpreted as a desire for proper
waterway development, and
Whereas, The state hos signified its desire
for new waterways and authorised an expenditure of \$101,000,000, and
Whereas, Other states are equally interested in an adequate waterway from the
lakes to the seaboard, and the federal government has surveyed a twenty-one foot deep
waterway through, costing but \$200,000,000,
and yet carrying the 0,000-toon vessel in
balf the time and at half the freight raie
of the bargeway, and such deep waterway
alone nucles the commercial and naval requirements of the state and nation, and
Whereas, A new method of electric towing
and other devices make our canals wholly
serviceable for present needs, and equal to
the 10,000,000 tons capacity of the proposed
bargeway, without seeb buge expense, and
Whereas, So hage a project, and the largeet
appropriation by any state or nation for a
fainte object, should not be hastily imangarated, theerfore

olved, That the Rochester Chamber of s through New York state, and be it fur

ier Resolved, That this Chamber of Commerce specifully presents to the President and ongress of the United States, that the state

Following the adoption of the above resolutions, the chamber discussed the plans for the sixteenth annual dinner, and it was decided to hold it in Colonial Hall, Tuesday, December 15th. Several of the best speakers in the country will be present and will address the chamber. See retary Ives spoke a few words in regard to the year book which will be issued the last week of this month. It will consist of 160 pages and will contain many balf-

The state vote on the barge canal quessaid in part:

"We members of the Chamber of Commerce should congratulate ourselves. In consideration of the vote of 1895, Monroe county showed 9,000 in favor of the prop-sition, whereas, in this last elector this county voted 16,196 against the proposed waterway, making a difference or a turnwaterway, making a difference or a over of more than 25,000, giving M over of more than 25.000, giving Monroe county the largest majority against the proposition of any county in the state."

Mention was made that the National Grange convention had adjourned and that through the work and influence of the chamber, Fitzbugh Hall had been secured. The Nominating Committee was next appointed by Acting President George F. Roth as follows: Charles II. Palmer, Max Binswauger, J. Dewift Butts, James H. Boncher, Henry J. Moore, John C. Woodbury and Frank A. Moore, John C. Woodbury and Frank Brownell. The following were elected to the membership of the chamber: William J. Gucker, secretary and treasurer E. M. Higgins, wines and liquors, No. 18 Main street west, and William S. Riley, Brew-ster, Crittenden & Riley, No. 288 Ex-

Gapal Controversy 20/08.
The resolutions passed by the Chamber of proposing a practical effort for the sea; and it is well to act with a After setting forth the futility of a

canal, the Chamber of Commerce declares itself in favor of the latter, and for co-operation between the national government and the state government in constructing it. If this policy pushed strongly, one good, at least, will better understanding of he commercial people of this state have people in adopting the barge canal a home as a makeshift. Moreover, as the construction of this makeshift waterway goes on, and the difficulties become cleare and the expenses multiply, people will be in a mood to study the whole ques tion thoroughly and recognize the folly

of the action they have just taken.

The advocates of a ship canal need not imagine however, that they have an easy task before them nor need they flatter themselves, as some of them are inclined to do, that the advocates of a barge canal will consent to compromise or co-operation between state and nation. It is always well to look facts fairly in the face; and the essential fact at the

bottom of the barge canal scheme is that certain business interests in New Y rk and Buffalo want a shallow water asy and not a deep one. Whoever forget of interest to the grange itself, but a deep one. Whoever forget of interest to the grange itself, but a deep one. Whoever forget of the country at large. The country at large in Wishington know that the senators in Wishington know that the country and not a deep one. Whoever forget of the country at large. The country at large in Wishington know that the senators in Wishington know that the country at large and control of the country at large. The country at large and control of the country at large. The country at large and control of the country at large. The country at large and control of the country at large. The country at large and control of the country at large. The country at large and congressment and senators in Wishington know that the country at large and congressment and senators in Wishington know that the country at large and congressment and congressment and senators in Wishington know that the country at large and congressment and congressmen Dunn, who was to New York, the third vice-president, George F. Roth, presided, and a full attendance was present.

A long communication was received from J. W. Cowells, secretary of the Postal Congress League of New York city. The paper was in favor of parcels' post, as

they will resist every attempt to con-

struct a deep waterway, no matter where

It originates or what authority proposes

to carry it out. The prospect of carry-

ing such a project against their influ-

ence, therefore, is not very flattering; and it is possible that they will have

as allies the great railroad interests,

which were largely indifferent during

the recent contest. Why? Because, if the railroads have any reason to fear

which is a very doubtful point, it is the

competition of traffic by a ship canal,

not the contemptible rivalry of a shal-

low waterway, operated by towage, and

compelling cargoes to break bulk en-

tering the state and leaving it, and so

adding terminal charges to freight rates.

This is not said to dismay the advocates

the nature of the contest they are un-

of a ship canal; but to warn them as to

Again, let us remember that in a cam-

paign certain preliminary struggles often determine the final result. The ad-

vocates of a barge canal have secured

the technical approval of the people for

a grant of \$101,000,000, for a particular

cedure. That result, we may not ques-

tion, since it has been secured by legal

and constitutional methods, virtually

giving the masses of New York and

Buffalo power to commit the whole state

to a particular policy. Let us accept in

good faith the thing done, without deny-

ing the authority of the legislature to

question it; but let us, in conceding its

finality, demand that others shall recog-

nize the same characteristic. It has been

said by the attorney-general of the

state, who has been one of the advo-

cates of the barge canal project, that

supplementary legislation will be need-

amendment to change the form of the

debt to be incurred; but every proposi-

should be opposed strongly. We must

insist that if any part of the action taken

the whole matter ought to be recons d-

canal have what has been nominated in

the bond, but no more, no less, the pound of flesh, but not a drop of blood-

or else the validity of the bond talls.

It was the vote of New York chy

that carried the state for the barge

canal project, and the supposed interest

of the metropolis in such a waterway

were the main pretext for its approval

but it is not unlikely that the scheme, if

carried out, will be a source of danger,

not to the commercial supremac; of the great city, but to what might be called

its commercial monopoly. In all prob-ability, the states of the West will seek

other channels to the sea; for already

the trade through the Sault de Ste

Marie canal is greater even than the capacity of the interoceanic

canal which we are about to build across

the Isthmus of Panama; and a deep

waterway from Chicago to the Guif is

clearly feasible. Mercover, the time is

coming, and not far off, when we shall

cease to export food studs to Europe,

for the surplus is already small in com-

parison with the whole product, and we

may eat what we raise. Then the ques-

tion of freight to the metropolis will not

be a question of a cent more or less on a bushel of grain for export, but dis-

tinetly a question of toll at Buffalo on food for consumption in New York. That

is in reality the chief issue now, but

people, in the clamor over the export

trade, forget it. When the East, which,

ar more than foreign nations, is the cus-

tomer of the West, realizes that a shal-

low canal means a tax on food-the

curse of local greed will come home to

SATURDAY AFTERNOO

GRANGERS DEPART

Much Business of National Import-

ance Transacted.

Convention Gathered Here Remarkable

Body of Men of Wealth and Public

Position.

convention yesterday afternoon. Before

that time many of the delegates had

gone home, as their distant objectives

entailed long and arduous journeys. The

business transacted during the eleven

days in which the convention was in session, bears importantly not only upon

The National grange ended its annual

by the people be thrown open to review,

ed, such for instance, as a constitution

route, and for certain methods of pro-

tition by water transportation,

ing the air in any discussion of a canal policy. Moreover these business interests at the terminal points, the lake and ed by the grange for congressional ac-tion or investigation. As the grange represents the attitude of 700,000 people, its suggestions have weight.

The convention brought together a re-markable and representative body of men, such as this city has not seen, per-haps, before in its history. Some may the sea, have been able to force the policy, which makes for their advantage and against the public good, upon democratic and republican conventions, upon two governors, upon the legislature, and upon the people. They have the law with them now; they are in a bet-ter fighting position than before; and

men, such as this city has not seen, per-haps, before in its history. Some may not have realized it, but for the fort-night in which they were here, Rochester had the opportunity of seeing the most prosperous, intelligent and successful of the great agricultural element of the American people. They were men who American people. They were men who have grown rich from the intelligent tillage of the land they occupy. With wealth came public activities, and among the delegates here were the governor of the delegates here were the governors of New Hampshire, former governors of seven other states, the secretary of state of California, and as a visiting member the assistant secretary of agriculture of the United States. Besides them were men who own thousands of acres of the finest wheat and corn and cattle land in the West. There was one woman, a national official of the grange, whose wealth is reckoned at \$750,000, made from the soil alone. Thirty-eight states were represented at the convention, from Maine to California. It is probable that such a gathering will never be seen in this city again.

MR. IVES' VERSION.

Secretary of Chamber of Commerce Says Grangers Have No Grievance. John M. Ives, secretary of the Chamber John M. Ives, secretary of the Chamber of Commerce, had this to say to-day regarding the friction between the chamber and the National grange; "There is little that I can say for the reason that there is not a scintilla of truth in the banquet story. As to the intimation that the grange is dissatisfied with the treatment it received here, I think the published statement to the contrary made by E. B. Nor-ris, master of the State grange, may be accepted as true.

Not a word about a banquet to be tendered by the chamber to the grange was said by anyone. Such a thing was never even thought of. The mere fact that the nher several years since cut wine out of its banquets, makes it ridiculous to essume that it would insist or even sug-gest that wine be used at a banquet icn-

lered to another organization.
"The Chamber of Commerce did every thing possible to get the grange convention here. It paid \$400 for the hall and is now engaged in raising money by subscription to meet his indebtedness. The grange also to meet his indebtedness. The grange also used our assembly hall. The master of the State grange, Mr. Morris, Secretary Glies and Mr Welsh of Pittsford, we have and air vessi always counted as among our best friends. They have our confidence and esteem, and we would not think of having any diffwith them. Our relations with all other grangers have always been of the pleasantest. I am at a loss to know how such untruths started."

GRANGERS LEAVE

Convention of National Order Comes to an End.

PORTLAND, ORE., NEXT YEAR Herald hor. 21,0 merce Replies to Criticism That Distinguished iVsitors Were Not Treated With Proper Courtesy -State Master Norris Makes Denial.

A firm stand for the education of the farmers' sons and daughters characterized the last session of the National Grange in this city yesterday afternoon. So many new resolutions came up at the last of the convention for consideration definitely from Thursday night. Most of he delegates and members of the Grange in the city left for their homes last night, but there are a few remaining this morning. All these will leave some time o-day and the last signs of the great final session yesterday afternoon in disvote, falled to pass the These resolutions were not given out to the public. But one resolution was passed during the session and that was regarding the education of the farmers' children. It read as follows:

"Whereas, The National Grange favors every means for the education of the farmers' sons and daughters and, "Whereas, But a small per cent of the our state agricultural colleges, therefore,

"Resolved, That the National Grange favors the plan for the establishment of agricultural, district or county high schools."

During the convention here the Grang passed a great many resolutions outlin-ing its position with reference to public questions of the day and to internal imquestions of the day and to internal im-provements. A question might naturally arise in the mind regarding the good of passing resolutions at all and of the bearing that such a resultion hag no legislation. In passing a treatment legislation. In passing a resolution in favor of some particular reform the Grange puls itself on record with regard

where members of the Grange determine with their votes who shall be the Rep-resentative at Washington. Besides, the Grange employs a legislative committee ever ready to go on to Washington a any time and urge the interests of the Grange, as they have been outlined at the last National convention. If a bill comes up in Congress that threatens to egislate against any principle that th Grange has declared in convention to be in favor of, the national master with this committee gets into the fight at Washington and uses all reasonable measures to defeat that bill.

The decision of the grange yesterday morning to hold its next annual con-vention at Portland, Ore., rather than at St. Louis, was due to the fact that is against the policy of the order to hold a convention in a city where an ex position is being held at the same tim-It was moved that the invitation which was received from Portland be accepted providing that satisfactory arrange-ments could be made for a hall and other rodations. If this cannot be done the place of meeting for next year will be chosen by the executive committee.

The resolution of J. B. Ager of Maryland regarding the improvement of the port of the committee on transportat The report of this committee was unani ously adopted. It was as follows:

"Whereas, The United States govern ent has expended vast amounts oney in the improvement of transports tion facilities by river and harbor appro riations and the donation of vast tracts f valuable land in aid of the construction of railroads; therefore, be it

"Resolved, That the National Grange favors the inauguration of a national policy for the Improvement of highways and the appropriation by Congress of a liberal amount to establish a comprehensive system of road improv through the co-operation of the Federal and state governments, suggesting that he general features of what is termed he Brownlow bill embody with some odifications the essential features of

such a policy. Resolved, That we call upon a to take prompt and vigorous action upon ortant matter and hereby au agurate and conduct an aggressive approvement of highways, Also that our gislative committee *be instructed to ther all the information possible ragroad building in the several states, and that such information be published in such form as to the committee may see

ted a budget of resolutions of thanks and appreciation to Elliot B. Norris, master the New York State Grange; Lyman al committee of arrangements; James York State Grange and all who assisted with music during the convention. The

John M. Ives, secretary of the Cham er of Commerce, was highly indignant the criticism that was passed on the mber in an afternoon paper yeste ay. In effect, it was claimed that the numbers of the chamber had shown arked discourtesy to the visiting dele rates of the National Grange in failing tender a banquet to their distinguished flicers. The statement was made that lans were in progress for a banquet when the matter was suddenly dropped owing to the refusal of the grangers to accept a banquet at which wine was served and the refusal of the Chamber serce men to hold a banquet

"There is not the slightest truth in the story," said Mr. Ives "and I am pained that it should appear in a Rochpanquet and no plans were even dis-cussed. I am assured that the paper rinting the story will make reparation

"I have never before heard the intimation that there was any lack of court-esy shown the Grange by the Chamber

E. B. Norris, master of the New York between the Grange and the Chamber of Commerce and stated that the Grange had no complaint to make against a

BUFFALO IS JARRED

Niagara Falls Causes Disturbance in the Windy City. Ast Forms nov 12 91 Appoints a Committee to Promote a Prolect to Make the Electric City the

Western Terminal of the Canal. Secretary Ives, of the Chamber of merce, points out that the official anvass of the vote on the cansal amendnated for Coming Year.

The official canvass makes it 134 ma-

ority against the barge canal. It was at

rst reported that Warren county had

ven 540 majority in favor of the im-

pority of 220 against it. The official

int increases Wayne county's majori-

against the canal from 4,000 to 5,000.

Despite the fact that Buffalo is claim-

ing all the loaves and fishes to be dis-pensed under the new law, that city made the poorest showing, comparative-

of all of the pro-canal centers," said

this morning. "Had Greater New York shown as great a falling off from the

ote on the \$3,000,000 appropriation, the

irge canal would have gone down to de-

Niagara Falls has brought the Windy

y to the verge of nervous prostration

on Buffalo to the Electric City. The

Hon. Frank A. Dudley is president and

William B. Rankine and Arthur Schoell-koff are vice-presidents of this organi-zation of leading Niagara Falls mer-

chants and manufacturers, The board of supervisors of Grange county, the home county of Governor

dell, followed the example of the Mon-

roe county board and adopted resolu-

tions urging immediate action to bring about the construction of a ship canal by the Federal government. In com-

e people of the state, because no soon-

of Buffalo and New York will demand

ne of larger tonnage.
It is said that the "electric mule,"

made in Schenectady just previous to the election, will not be suitable for use

on the enlarged canal. It is said that

the promoters of the contrivance are la-boring to have the barge canal held up

nediately made for the purpose

pany getting a royalty on the revenue

SLATE PRESENTED

Report of Chamber of Com-

merce Nominating Committee.

PRESIDENT DUNN RE-NAMED

Herned nove W/1903

Renominated as Vice Presidents-

Robert A. Badger Selected as Third

Vice President-List of Eighteen

Trustees To Serve Three Year Term.

The nominating committee of the

Chamber of Commerce presented yester-day the names selected as the new of

ficers. These will be posted on the buil

letin board and under the by-laws, ind pendent nominations can be made, case no opposition ticket is posted, t

be unanimously indersed. It has been over ten years since any ticket has

seen named in opposition to the report

of the nominating committee, so the precedent has become quite firmly estab-lished that the work of the nominating

miltee shall not be disturbed,

For president of the Chamber of Co

merce the committee presents the name of T. B. Dunn. Mr. Dunn has served as

president a renomination, the exception was possibly made in this case because

after Daniel B. Murphy had declined the

after the slate was made did Mr. Dunn

become president. It was decided to compliment him this year with the origi-nal nomination in the first instance, J. Craig Powers is named for first vice

last year. George F. Roth is named as

Perkins to accept again a nomination as

neers. He is the secretary of Curtice Brothers Company and has long been ac-

tively indentified with the Chamber of

Following is the list of trustees pro-

posed for a three year term, most of whom have served in a similar capacity before: Charles J. Brown, B. E. Chase, Charles T. Chapin, T. B. Dunn, W. H. Duffit, Louis Ernst, Charles P. Ford,

J. Fisher, James S. Graham, Henry

Hathaway, D. B. Murphy, George otley, Griff D. Palmer, L. P. Ross, R. Sherburne, Rufus A. Sibley, L. G. Jetmore, Julius Wile.

Following were the members, compos-ng the nominating committee: Charles d. Palmer, chairman; Max Binswanger,

If J. Moore, James H. Boucher, J. De-witt Butts. F. A. Brownell, John C. Waodbury. The committee to fill va-cancles on the ticket that has been pre-

nted consists of William Carson, E. A.

risher, S. C. Lengslow and L. L. Stone the annual election will be held in De

cond vice president. Robert A, Badger nominated as third vice president. He

second vice president. He served third vice president last year and is pre-

He held the same position

grade to fill the vacancy

man on the list of of-

president very acceptably for the pas

Mr. Dunn was named last year

slate of the nominating commi

J. Craig Powers and George F. Roth

will it be completed than the

with which successful experis

forming an organization for the pur-

ose of working to have the wes

ember of the Chamber of Com

ment. The official returns show a

dittee of the Rochester Chamber of Commerce met and nominated the following officers for the coming year: President, T. B. Dunn: first vice-president, J. Craig Powers third vice-president, Robert A. Badger, The following were pominated as trustee or the term of three years: Charles J trown R E. Chase Charles T. Charin, T Ford, Isane J. Fisher, James S. Graham, arry B. Hathaway, D. R. Murphy, George otley, Griff D. Paimer, L. P. Ross, R. B. erburne, Rufus A. Sibley, L. G. Wetmore a Julius Wile. The following were elect-

Fisher, S. C. Langslow and L. L. Stone.

The Nominating Committee Composed of the following: Charles H. Palmer, chairand John A. Woodbury.

Rochester Chamber of Commerce.

acree will be not in the seconder 7, 1868, at 2 seconder 1, 1868, at

the following statement a few days ago: "State Engineer Bond to-day said that the five points at which the first work on the barge canal would begin were Cohoes, Little Palls, Newark, Rochester and Lockport. The work at these points he considers to be the most difficult, and the bids for the five contracts would show with some degree of accuracy whether or not-\$101,000,000 is enough to build the whole canal. Mr. Bond said that he had no funds for laying out the work and advertising, but he understood that the Department of

the cost of the preliminary steps."

The cost of the preliminary steps will be large if the crossing of the Genesse south of Rochester is a criterion; and the cost of the final steps will be enormous if the present half digested plans are carried out. So far as we can ascertain there are no detailed plans of a crossing south of Rochester, the act that has just been put to vote merely stating that the canal is to cross the Genesee river in a pool formed by a dam near South Park. The rou taked out by the surveyors runs about 1,000 f. et south of the Elimwood avenue bridge and through the finest part of Gen esee Valley Park. A dam built there would probably raise the river level son what and in time of flood offer an obstacle that would cause the flooding of the va ley on the south to an unusual degree.

Public Works had enough money to meet

We are told that goard locks will keep the river in its bed and from diversion permit a flow of water to keep the eastern rels full; and in case of a small supply from Lake Eric the entire flow of the Gen esco would go into the canal, unless the ock gates were made solid and the Lake Eric water carried in pipes under th canal bed to feed the eastern level. The iversion of any part of the Genesee would state would be obliged to provide great a considerable portion of the mills of Rochester. The constructive damage to this great and beautiful city would be immease,

property and to the great and growing in-

will be justly charged with neglect and

lack of foresight if he falls to seenre a

by the most competent engineers before

isement for bids. A blunder here may

value of the canal; for a great and thriv-

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structions above the city of Rochester

ionse loss there. Competent observers

ument for farm purposes of a

that, if miscalculated, would cause im-

hold that the damming of the Mohawk

for canal purposes may cause the practi-

good part of the arable lands in the val-

ley on account of the increased danger

from floods, while the state canal works

will be in constant danger of destruction.

Finally, when the state settles with the

tills of Cohoes for the diversion of twelve

feet of water to a canal through Water-

and Green Island, the \$101,000,000 will

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artively meapensive completion of the nine

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eg city is involved. The probable damage

islly cost the state the full estimated

rests of Rochester. The State Engineer

It would be possible to cross the river y making a vast amount of rock excavacould probably be used for the aqueduct Such construction would not interfere so much as a pool dam with the flow of th iver and would cause no diversion of the waters. The cost would be very large, but in all probability not so great as the pool dam and the consequent damage to city

The next of the great ship canals connecting bodies of salt water in the Golf of Counth with the Gulf of Aegune, Its tength is about 4 miles. There are no books. The worth of the ennel is 72 feet at bottom and the depth 26 1-4 fort. The work was begun in 1884 and completed in 1893 at a cost of

The canals of Santi Ste, Marie, Mich., and Ontario, are located adjacent to the fulls of the St. Marys River, which connects Lake Superlar with Lake Huron and tower or rulse vessels from one level to the other a height of 17 to 20 feet. The number of vessels passing through the Welland thand in that was 6.425, and in 1869, 2,202, a reduction of more than mon-half in the number of vessels. The number of vessels passing through the St. Marys Pulls Canal in 1873 was 2,517, and in 1902, through the Ameri-

The Great Canals of the World The Junes, nov. 27, 403-

and discussion in New York State lends especial interest to a discussion of the great canals of the world, presented by the Department of Commeter and Labor Chemich its Bureau of Statistics. The ship canals of the

174 The Sacz Canal, begun in 1859 and completed in 1869, (2) The Crossword and St. Petersburg Canal, begun in 1877 and complet

mending this course a Newburg paper says that a barge canal will prove to be an unending cause of heavy taxation to (c) The Cortoft Canal, began in 1881 and completed in 1893.

(4) The Manchester Ship Cand, completed in 1894.

(5) The Koiser Wilhelm Canal, connecting the Baltic and North Sens

(6) The Ethe and Trave Canal, connecting the North Sea and Baltic opened in 1960.

(c) The Welland Chinal, connecting Lake Erle with Lake Ontario. (8 and 9) The two manufe, United States and Canadian, respectively

The Suez Count is usually considered the most important example of

ann capals, though the number of vessels passing through it annually to not equal that passing through the canals connecting Lake Superior with the chain of threat factors at the south. In length, however, it exwalk any of the other great ship canals, its total length being 90 miles. of which about two-thirds is through shallow lakes. The revenue of the canal is appreciatly large in proportion to its cost, the Statesman's Yearbook for 1901 giving the net profits of 1899 at 54,153,660 france, and the total amount distributed among the shareholders at 51,538,028 francs, or about 10 nor come of the estimated cost of \$100,000,000.

"The capial is without locks, being at the sea level the entire distance, In tensih of time occupied in passing through averages about 18 hours, The talls charged amount to slightly more than \$2 per ton United States

The canal and sailing course in the Bay of Cronstadt are about 15 miles long, the ranal proper being about 6 miles and the bay channel about 16 miles, and they together extend from Cronstadt, on the Gulf of Finland, to St. Petersburg. The anal was opened in 1890 with a navigable depth of 20 t-2 root, the original dopth having been about 9 feet; the width ranges from 220 to 230 feet. The total cost is estimated at about \$10,000,000.

The Manchester Ship Caind, which connects Manchester, England, with the Mersey River, Laverpool, and the Atlantic Ocean, was opened for trafto Jan. 1, 1881. The length of the canal is 35 1-2 miles, the total rise from the water level to Manchester being fo feet, which is divided between four sets of looks, giving an average to each of 15 feet. The minimum width is 120 feet at the leatern and averages 175 feet at the water level, though to places the which is extended to 230 feet. The minimum depth is 26 feet, and the time required for outsigning the canal from five to eight hours. The total cont of the raunt to given at \$75,000,000. The revenue in 1901, according to the Statesman's Yearbook, was 6621,128, and the working expenses, 1453,267. For the baif year ending June 20, 1900, the canal yielded 116.48 toward paying the £112,600 of interest which the city of Manchester has to pay on the capital invested in the outerprise.

The fourth of the Katser Wühelm Canal is 61 miles. The depth is 291-2 test, the whilh at the bottom 73 feet, and the minimum width at the surface 180 fort. The route lies chiefly through marshes and shallow lakes and along river valleys. The total excavation amounted to about 100,000 gas subjectively, and the cost to about \$40,000,000.

Tim Welland Canal comments Lake Unturio and Lake Eric on the Caredica side of the river, it was constructed in 1833 and enlarged in 1871 and again in 1900. The bright of the canal is 27 infles, the number of me. The amount collection of tolls on freight, passengers, and vessels aver agos about \$225,000, and the canal is open on an average about 240 days in

can and Canadian countr, 22,659.

The Governor should see to it that the ! to two great cities and also burdened with a debt that cannot be calculated to-day. The bregest community involved is Roch-

ROCHESTER AND THE BARGE CANAL

The Albany Evening Journal published the following statement a few days ago State Engineer Bord to-day said that the five points at which the first work on the ge canal would begin were Coboes Little Falls, Newark, Rochester and Lock port. The work at these points he con siders to be the most difficult, and the hids for the five contracts would show with \$101,000,000 is enough to build the whole canal, Mr. Bond said that he had no funds for laying om the work and advertising but he understood that the Department of Public Works had enough money to mee the cost of the preliminary steps."

The cost of the preliminary steps will be large if the crossing of the Genesee south of Rochester is a criterion; and the cost of the final steps will be enormous If the present half digested plans are carried out. etailed plans of a crossing south of Rochnto merely stating that the canal is to eross the Genesce river in a pool formed by a dam near South Park. The route staked out by the surveyors runs about 1,000 f et south of the Elmwood avenue bridge and through the linest part of Gen yould probably raise the river level some what and in time of flood offer an obstacl that would cause the flooting of the valley on the south to an unusual degree

We are told that guard books will keep the river in its bed and from diversion to the canal. These guard locks must also seemit a flow of water to keep the eastern beyels full; and in case of a small suppl from Lake Eric the entire flow of the Ganesee would go into the canal, unless the lock gates were made solid and the Lake Eric water carried in pipes under the liversion of any part of the Geneson would state would be obliged to provide great storage to keep the flow good, or pay for a considerable portion of the mills of Rochester. The constructive damage to this and to no purpose that would begin to

It would be possible to cross the river on an aqueduct near the old state dam by making a vast amount of rock excava-tion to lower the river bed. The stone ould probably be used for the aqueduct. Such construction would not interfere so much as a pool dam with the flow of the giver and would cause no diversion of the waters. The cost would be very large, but in all probability not so great as the pool dam and the consequent damage to city rests of Rochester. The State Engineer will be justly charged with neglect and lack of foresight if he fails to seeme a thorough consideration of Rochester's case utting pen to paper for a single advertisement for bids. A blunder here may suslly cost the state the full estimated value of the canal; for a great and thricing city is involved. The probable damage from floods in caualizing the Mohawk is nothing as compared with that from constructions above the city of Rocheste ense loss there. Competent observer hold that the damming of the Mohawk for canal purposes may rause the practi cal abandonment for farm purposes of good part of the arable fands in the valley on account of the increased dange will be in constant danger of destruction

Finally, when the state settles with the mills of Cohoes for the diversion of twelve feet of water to a canal through Water ford, and settles for injury to mills in Troy and Green Island, the \$101,000,000 will have dwindled to small proportions. The te can undoubtedly pay for industries it destroys at the behest of unthinking masses in two great cities; but the indus tries will be gone and great communities seriously injured. Governor Odell was wholly right when he proposed the compar foot improvement of the canal. Now the state is face to face with a project of unknown cost, and many thriving communities are threatened with irretrievable loss. The Governor should see to it that the rest of the state is not sacrificed literally to two great cities and also burdened with debt that cannot be calculated todays The largest community involved is Rochester; the next is Column

A Little Note in Production of the party of

on an appropriation of \$101,000,000, and 000,000 appropriation several years ago; but the declaration made by Governor Odell yesterday, to a delegation representing the special interests in favor of a shallow canal, gives to the public a comforting assurance that there will be no more of the haste that means disaster. He is determined not to move in the construction of the barge canal until a careful investigation has been made by a commission of experts as to whether the sum of \$101,000,000 will be sufficient to build it; and this precaution is necessary because of previous hurry, as the Bostwick-Davis bill, submitted to the people, was drawn on the basis of a mere summary of the state engineer's survey for the canal. The tovernor thinks the sum authorized by the people will be sufficient, but he means to be sure, before the work is be-

gun:

I do not want to give the people a halfcompleted canal, and if much more money
is needed than has been estimated, the
people should be asked to vote upon it before any expenditures whatever are made,
State Engineer Bond believes the amount
is sufficient and so do I. The first estimate
was \$52,00,000, made by the Green commission. Then the state engineer's, as a result
of his survey, was \$56,000,600. I went over
these estimates carefully and jacked them
these estimates carefully and jacked them these estimates carefully and jacked them up to \$101,000,000 and the state engineer says. I am too high. I hope that is so. But we want the state engineer and our expert commission of engineers to verify our estimates before any bonds are issued or the work commenced.

It is the design of the governor to appoint a commission to act with the state engineer in a careful review of the canal estimate; it will consist of five members, three of them republicans and two demo grats; and it will be appointed before the legislature meets. It is not likely, how-ever, that any bonds will be sold before next summer, or that the work will be begun until that time. Mr. Schleren, of Brooklyn, urged that work should be be gun at once as labor is cheap now, and New York city does not want to be dis appointed; but the governor remarked caustically! "It would be a greater disappointment if you had only half a canal with an expenditure of \$101,000,000." Mr. Herbert said that New York city's commercial interests had stood upon the estimate of \$101,000,000, and a failure to go on with the work would be a reflection on them; and the governor retorted that he did not intend to have any reflection cast upon himself by an uncompleted

Governor Odell asked the gentleme present to support him in securing a mission that would not be subject to political change until the completion of the work and requested that names of members be suggested for his consideration. This is a matter of peculiar importance as the action of the commission will depend largely on its compos tion. Hitherto New York and Buffalo have controlled the commissions on canal matters; the choice of individual members was suggested by certain business interests in those cities; and we have had no consideration of a canal policy on broad general principles. In selecting new commissioners, the governor should avoid this error, and take men not bound to any locality, not committed to any scheme, and not held to any particular estimate by the desire for professional consistency. Mr. Clinton, of Buffalo, for instance, named a candidate, who would be readily accepted as an authority in any other matter, but who happens to be identified with a series of inadequate

BARGE-CANAL QUESTION the part of most of those who opposed the barge canal proposition at the late election to deny the authority of majority vote r corded in favor of that scheme. The whole question was fairly presented to the

were in favor of the project. That fact, of course, in accordance with American usage, is to be interpreted as the will of the state that the canal shall be enlarged and that \$101,000,000 shall be expended on the work.

people of the state by both sides, and, of those who voted on it, a large majority

In the conference between Governor Odell and several persons interested in the enterprise the Governor said: "We are all anxious to carry out in detail the will of the people in this matter." In a sense that is true. Good citizens submit to the will of the majority when it is legally ascertained and expressed. But there should be no mistake about the real charneter of that vote on the barge cana project. If it showed anything, it showed three things clearly: First, thousands of voters did not vote upon the question at all; secondly, the affirmative vote represents almost exclusively the sentiment the subject of the people of New York city and Buffalo, the termini of the canal and the localities chiefly benefited; and thirdly, the people of the state outside those cities by a very large majority are

There is no sense in pretending that a big majority in favor of the

anal, if any radical change at all is to be made, a grave mistake is about to be ommitted, and their confidence in the judgment of the public men who promoted and advocated the scheme has been cor-

respondingly weakened. At the conference between the Governor and the parties noticed above, the Governor made a statement which may give hose who are so eager to have the work and the expenditures begun some uneasiiess. He informed his hearers that, while he believed that the cost of the work would not exceed \$101,000,000, we want be sure of that before the work is egun. The Governor said: "I do not want to give the people a half completed anal, and if much more money is needed than is estimated, the people should be asked to vote upon it before any expenditures whatever are made." Accordingly, he purposes to have the state engineer and a commission of experts verify the bonds before any bonds are issued or

That is a prudent and sensible proposition. The sum named in the estimate is in itself an enormous one for this state to expend in what many believe to be a wasteful enterprise; but to find, after the work has been partly done, that it is in-

HIMSELF June 1 1 903

Sixteenth Annual Meeting and Election of Officers of Chamber of Commerce.

Difficulty In Securing Desirable Speakers For the Annual Dinner.

The members of the Rochester Chamher of Commerce will hold their 16th annual meeting and election of officers on Monday next. The meeting promises o be one of unusual interest as the report of the Secretary will include a review of the anti-canal campaign conlucted by the Chamber of Commerce in ddition to the usual yearly review of

ocal history.

The report read by Secretary Ives.at last year's annual meeting occupied eight pages of fine print, more of his time and energy than will this year's report. After the election of officers iddresses will be heard from several men of prominence and a luncheon will be served in the parlors. Through the courtesy of the managers of the Rochester Art Club's Exhibition the pictures oved mittle after Monday order to give the members an oppor-

The annual dinner of the Chamber of Commerce, which is usually held some time during the month of December, will not be held before the middle of January. There are several reasons for this postponement. In the first place the main reason for holding the dinner in December was that it should come under the administration of the retiring President of the Chamber. As President T. B. Dunn is up for re-election this year that cause for holding the duner in December is obviated.

Another reason for holding the dinner in January is the extreme difficulty of securing prominent men for the afterdinner speakers. Mr. Dunn has been in partial promises before going to Washon, he found that none of his speak ers would be able to accept for any date in December. The reason for this is in December. The reason for this is that until the Cuban question, which is to be voted upon at this special session

As the regular session of Congress usually opens on Dec. 1, and the special the national capital before January.

hamber of Commerce Dinner Put Over Until January. VANT NATIONAL LEGISLATORS

l'iesident Dunn Hopes To Get Congressmen To Speak at the Banquet But They Can't Leave Washington at the Time Originally Set for the

The annual banquet of the Chamber Commerce, which was announce one time ago to take place Decemb , will not be given until the middle of lanuary, the date having been post-poned until that time. This change ! dans was announced yesterday by Secfor the event this month, it was thought best to set a time a month later. It has been the custom hereofore to

give the banquet just before the retire ment from office of the president of the chamber, thus having it in his honor as vell as making a purely social funct or members, but owing to the fact that tracting from its significance,

Mr. Dunn has been in the East for sevo secure the men he desires. It is untood that overtures are being mad he time the banquet was announced take place, it was found impractible to get speakers from the House of Repre-sentatives to come to Rochester. This was also a factor in causing the post but it is expected that their names will

be given out in a few days.

The sixteenth annual election of officers will take place next Monday evening, when a president and three vice presidents will be chosen. Four trustees will also be elected to fill vacancies, and the secretary will give his annual report ir the year just closed.

After the election of officers luncheon Rochester Art Club as its guests.

ROCHESTER CHAMBER OF COMMERCE.

The Sixteenth Annual Meeting of the Chamber for the Election of Officers for 1904, of eighteen Trustees for three years, and four Trustees to fill vacancies, will take place,

MONDAY EVENING, DEC. 7, 1903, AT 8 O'CLOCK.

Short addresses will be made and the Secretary's Report for the year 1903 will be presented.

Luncheon will be served. Through the courtesy of the Rochester Art Club, all the pictures displayed at its last Exhibition (the finest yet held) will be left in place, and after adjournment of the regular meeting the members of the Chamber will be invited to view same,

Rochester, N. Y., Dec. 3, 1903.

Keep up the Good Work for a Ship Canal. The Times Dre Vilgos

Chamber of Commerce to develop the sentiment in favor of changing the barge canal project to a ship canal undertaking is bearing fruit and that many organizations throughout the state are lending their influence to the movement to interest the Congress and the federal government in the subject. If the Chamber of Commerce throughout the state and the other myanizations that have adopted resolutions favoring the ship canal would make it a point to prevail upon their representatives in Congress to join in an effort to secure action on the part of the federal government, there is no doubt that something could be accomplished.

It is hoped that Congressman Perkins will lose no time in carrying out atted to him of introducing into Congress a bill providing for the completion of the survey for a deep waterway started under federal direction a few years ago. The subject has already reached the attention of the Speaker of the House of Representatives through the reprecentation of the local Chamber of Commerce, and the campaign should be prosecuted without let-up in order that no advantage shall be lost.

There is much earnestness back of this canal movement of the Rind that accomplishes things through sheer merit of a cause often when the odds against is seem to be overwhelming. The ship canal movement is bound in win if its many public-spirited supporters keep up the light with the vigor met has so far characterized their efforts.

ENDORSEMENT OF SHIP CANAL

Gost Each See 1903

Favorable Replies from Influential Members of Congress.

THE ABANDONED CANAL BED

Heirs of the Original Owners Who Own Adjoining Land Have Opportunity to Get Much for Little.

The Hon. J. H. Davidson, of Wisconsin, chairman of the committee on railways and canals in the house of representatives, in a communication just re ceived by Secretary John M. Ives of the Chamber of Commerce, states that he will be pleased to lay before congress at the approaching session the resolutions recently adopted by the board of trustees of the Chamber of Commerce favoring the construction of a government ship canal from the lakes to tidewater. Members of the chamber are hopeful that the attlutide of Congressman Dav-dison will result in progress being made toward the consummation of the project

In the near future.
United States Sensior Chauncey M. Depew has also sent a communication to Secretary Ives setting forth that he will do all in his power to further the deep waterway project during the ap-proaching session. Other congressmen who have acknowledged the receipt of Chamber of Commerce are Representatives J. H. Rider and Norton P. Otis, of this state, United States Senator Joseph A. Balley, of Texas, and Representative C. H. Dukeman, The Delaware county board of supervisors and the Auburn Board of Trade have indersed the deep waterway project.
In this and other countles of the state

where portions of the existing canal are to be abandoned when the barge canal is completed, many people will soon be in-terested in looking up old deeds and rec-ords for the purpose of finding out who were the original owners of the land upon which the Eric canal was coned. The reason for this is to be found in the fact that the law approved by the any land now used for canal purpose: that may be no longer useful or neces-sary for such purpose shall be sold "in the manner provided by law for the sale of abandoned canal lands," and the proceeds shall be id into the state treas-ury to be adde to the fund created for the purpose of constructing the new barge canal. It is further provided that the original owners of such real prop from whom the same was acquired by the state by purchase, or his heirs or assigns, being the owner or owners of ad Joining land, shall have preference for one year after the passage of such reselution, to purchase the same by paymen of the amount originally paid by the state therefore.

In the counties through which the Erie runs, and where the present chan-nel will be abandoned, there are many places in which the bed of the canal will be of enormous value. This is especially true in the larger cities and towns. At estimate of \$3,000,000 has been made by a competent real estate man as the valuof the canal bed in the cities of Rochester, Syracuse, Rome, Utica and Schenectady, to say nothing of the value in a number of large towns where the canal

runs through the business por It is not expected that any of the ori-ginal owners of the canal lands are now alive, but in many instances, it is known that heirs own adjoining lands, and h these cases they will have the privileg of purchasing the canal lands when they shall be abandoned at the figure paid for the same by the state. This is ridic-

Heroel SEL. 5,1903 THE ROCHESTER

ROCHESTER -- 1904

New Annual Issue by the Chamber of Commerce.

FINE ADVERTISEMENT FOR CITY

Publication Contains Much Information, Historical and Statistical, Relating to Rochester - Industries of City Treated - Illustrated With Views and Portraits.

The Rochester Chamber of Con has just issued its new annual "Rochester-1904." The publication is the most elaborate ever issued on Rochester and it makes a handsome souvenir as well as splendid advertisement for the city and

ise in scope but of considerable value rowth. Next is a chapter on "Rochester 1 1904." a summary of the advantages f the present city, its water supply, chools, summer resorts, churches, hos-

Achapter is devoted to the "Naming of Rochester," a sketch of Colonel Nahaniel Rochester, one of the founders "Rochester's Milling Interests," receive attention; also "Rochester's Nurseries," On these two industries the city has thrived, receiving its title first of the "Flour City" and later "The Flower City." "Rochester's Shoe Industry" is V. title of another chapter; Rochester how secof another chapter; Rochester how sec-ond place in the United States in the manufacture of shoes, Philadelphia coming first in quantity but not in quality. The value of the shoe product of the city is given officially at \$7,000,000 anally, the output of seventy factories "Rochester's Park System" is given the

attention it merits. An interesting chap-ter is "What to See in Rocheser," the list of attractions is long and varied. There is an appreciative sketch of Bishop. Thomas A. Hendrick, giving a tribute to the distinguished cleric who will soon

The Charlotte Life Saving Station is described and illustrated, with an ac-count of the gallant rescue of the four men and a woman from the wrecked schooner John R. Noyes, December 15, 1902, for which the members received gold medals and special commendation

from the Secretary of the Treasury.
The certificate of incorporation of the
Chamber of Commerce, its by-laws, officers, committees and membership cor clude the reading matter in the publica-

president, T. B. Dunn, followed by a pic-ture of the preceding president, Hon. Henry C. Brewster. There are a large number of views of buildings, so from the parks and on the streets. The cover is a fine specimen of colored work, with a view of the lower falls.

The new book will be in great demand by the business men of the city, as it is the best advertisement of Rochester

QUESTION SUBMITTED.

Shall chapter one hundred and forty-seven if the laws of nineteen hundred and three, ntitled "An act making provision for issuing onds to the amount of not to exceed one hundred and one million dollars for the im-provement of the Eric canal, the Oswego canal and the Champlain canal, and providing for a submission of the same to the people to be voted upon at the general election to be held in the year nineteen hundred and three,"

be approved ? Poch. Eug. DEC 7: 23 Ogden l'arma .. Penfield ... Perinton . Webster ... Second ward .. Fourth ward. Fifth ward. Sixth ward ..

Seventh ward.

Eighth ward.

Ninth ward.

Tenth ward.

Eleventh ward

Twelfth ward.

Central Library of Rochester and Monroe County ides beyond the seas, have been entertained with courtesy and hospitality. In a vast number of cases visitors have been supplied with valuable information regarding the resources and attractions of Rochester as a business and manufacturing center and residential city, accompanied by gifts of printed entries the capacity one of the control of the courtest and residential city, accompanied by gifts of printed of the capacity of

In Memorian.

THE ROCHESTER HERALD

Chamber of Commerce

Officers Elected.

SLATE UNOPPOSED

T. B. Dunn Re-elected President

of the Organization.

REPORT OF SECRETARY IVES

Interesting Document Detailing Work

of Chamber of Commerce During

Past Year on Behalf of Rochester

and Outlining Plans for Future

ual meeting of the Chamber of Com-

merce last evening. As there had been no nominations filed in oppositon to the

slate proposed by the nominating committee, there was no great interest in the election itself.

The following officers were chosen by

a unanimous vote: President, T. B. Dunn; first vice president, J. Craig Powers; second vice president, George F. Roth; third vice president, Ibobert A. Badger. This was the list of trustees

Badger. This was the fist of trustees for the three year term, most of whom have served in a similar capacity before: Charles J. Brown, B. E. Chase, Charles T. Chapin, T. B. Dunn, W. H. Duffy, Louis Ernst. Charles P. Ford Isaac J. Fisher, James S. Graham, Henry B. Hathaway, D. B. Murphy, George Motley, Griff D. Palmer, L. P. Ross, R. B. Sherburne, Rufus A. Sibley, L. G. Wetmore and Julius Wile. These trustees were elected to fill vacancies, William Carson, E. A. Fisher, S. C. Langslow, I. L. Stone.

In the absence of President T. B. Dunn, Hon. Henry C. Brewster acted as the

don. Henry C. Brewster acted as the residing officer. Secretary John M. Ives resented the following annual repor be organization during the past

-

"Your secretary's report for the 1903, will have for its keynote the

of prosperity and progress.

liberations and measures advocthis corporation during the past

onths, have been seeds so

Progress and Development. There was a large attendance at the

Twentieth ward ... Void ballots-Chill, 1; Parma, 39.

QUESTION SUBMITTED.

	Tota	For	Aga	III.
TOWNS.	tal		ainst	mk
COLUMN TO THE REAL PROPERTY OF THE PERTY OF	801	190	550	55
Brighton hill larkson lates treece Lamlin	550 448 488 447 280	60 78 54 58	4151 288 402 380 210	50 827 0 0
denrietta	518 614 544 660	29 47 62 120	402 565 482 471	87 62 0 78
Ogden Parma Pentield Perinton	790 401 485	193 28 165	554 878 320	53000
Pittsford Riga Rush	\$11 469 166 1245	62 33 23 397	240 384 141 656	52 0 102
Webster Wheatland	453	-	420 330	0
Total towns	10224		7733	750
First ward Second ward Third ward	778	112	204 188 662 558	0
Fifth ward	742 951 580	165 169 151	577 769 488 808	0
Eighth ward Ninth ward Tenth ward Eleventh ward	025 1200	148 2 128 2 230	30- 70- 04	0
Twelfth ward Thirteenth ward	673	8 128	78	1 1
Pifteenth ward Sixteenth ward Seventeenth ward Eighteenth ward	. 82 115 118	3 103 5 106 6 217	18	8 0
Nineteenth ward Twentieth ward				

DEMOCRAT AND CHRONICLE, DECEMBER 8, 1903. WAS A BUSY AND SUCCESSFUL YEAR

REVIEW OF WORK OF CHAM-BER OF COMMERCE.

AT ITS ANNUAL MEETING

Comprehensive Report by Secretary Ives Showing Advancement of City's Interests - Election of Officers for Another Year.

The annual meeting of the Rocheste ing, with a very large number of members in attendance. In the absence of Presi-dent T. B. Dunn, Hon. Henry C. Brew-

tion of officers. The ticket which follows, having been the only one placed in nomination, was unanimously elected:
President, T. B. Dunn; first vice-presi

President, T. B. Dunn; first vice-president, J. Craig Powers; second vice-president, George F. Roth; third vice-president, Robert A. Badger.

Trustees for three years, Charles J. Brown, B. E. Chase, Charles T. Chapin, T. B. Dunn, W. H. Duffett, Louis Ernst, Charles P. Ford, Isaac J. Fisher, James S. Graham, Henry B. Hathaway, D. B. Murphy, George Motley, Griff D. Palmer, L. P. Ross, R. B. Sherburne, Rufus A, Sibley, L. G. Wetmore, Julius Wile; trustees to fill vacancies, William Carson, E. A. Fisher, S. C. Langslow, L. L. Stone For the first time in the history of the Rochester Chamber of Commerce a pres dent was elected last evening to such himself. President T. B. Dunn, who the recipient of this unprecedented honor, has done much during the first year of his incombency of the office to advance the interests of the Chamber of Commerce, not only, but the city. His administration has been marked with wisdom and vigor, and during his term many things have been brought to pass which have

made for the advantage of the community The members of the chamber last evening congratulated themselves on securing Mr. Dunn's services as president for the year Secretary John M. Ives next rend his

After a few introductory remarks co cerning the chamber generally, Mr. Ives

Postal Facilities. Fosial Facilities.

So great has been the increase in the business of the Rochester postoffice of late that our representative in Congress is taking measures to secure an appropriation for the extension of the present government build-

Building Operations.

Convention Hall.

Ship vs. Barge Canal.

Water Supply and Storage.

The question of water supply and storage is also of transcendant importance to our div. Rochester has a reputation of having t supply of the purest water in the United states, drawn from Hemiock lake, The chamer has aiways advocated the policy of receiving this supply as for as possible for otable purposes and for maintaining the itegrity of our water system as a municipal sect of great value.

Water Supply and Storage.

The question of water supply and storage is also of transcendant importance to supply the supply that the control of the supply drawn from Hemiock inke, The chamber in an aways advocated the possible for serving this supply of our water system as a municipal asset of great value.

The new however, attended the attending of capitalists, and the corporatio Water Combined Combined

and continuing his report re ferred first to railroads entering the city

Favored by the Chamber.

charlotte, who after great suffering and much beroic work on December 15, 1602, effected the resue of four men and one woman from the schooler John It. Noyes, which was wrecked on the date monitoned on Lake Outario, twenty-three miles from the Charlotte station.

A convention limb, a public market, a new armory, cheaper water for manufacturers and nutering present supply, the channel in Genese river at Charlotte remaining at its present width, a retailing wall on the west bank of the Genese river between Court and Charlassa streets, a better system of hook keeping in the financial dejartineat of the cly government, reciprocity with Canada, securing the report of a competent chemist of the relative value of Hemlock water for industrial uses, continuing the Water Storage Commission.

The barge canal, the mortgage tax bill, any change in the fleenes haw which would give the state more than one-third of the money received for fleeness, any assessment on fire insurance policles issued by foreign companies doing business in this state.

Action and interest taken by the cham-

companies doing business in this state.

Action and interest taken by the chamber in regard to repairs to the piers at Charlotte, the retaining wall along the river and Exchange street, change in sys-

by calm discussion followed by pru-nt activity and the exercise of pa-thee, that the chamber diffuses its nedcent influences; and altogether at ocratulated that it possesses a cor-ration of business and professional on which stands as a bulwark of deoffice against the encroachments of offices and measures that are infinited to our community. A city without such a institution to safeguard its interests minus the sure foundation of progress. "Your secretary has pleasure in again alluding to the value of the chamber as a rallying point for visitors to our beautiful city. During the year many people from sister citles of the republic, and from localities beyond the seas, have been entertained with courtesy and hospitality. In a vast number of cases visitors have been supplied with valu-able information regarding the resources and attractions of Rochester as a business and manufacturing center and resitheir equipment, by these visitors has

ffort alone, the chamber has been of A Well Lighted City.

"Your secretary would call attention to the general features of Rochester's progress and will begin with the all-imortant subject of Illumination, Accordg to City Engineer Fisher's report on hat subject, it may be stated that Roch-ester has a total area of 11,365 acres or * 18.18 square miles. In this area there about 320 miles of streets and alleys. On January the first, 1903, the city was lighted by 2,804 electric arc lamps and 141 cas lamps. Omitting the gas lamps, the lamps per mile for the entire area. portion of the business district is lighted by the double arc-light system, two lamps on one pole. On Main Street the two principal street crossings have four uble arc' tamps, one on each corner, At the other street corners two double lamps are placed. The double system is in use on eight miles of streets. In this distance there are now 240 pairs of lamps or an average of thirty pairs per mile. The 480 lamps cost \$66.61 each per year or a total of \$31.972.80 for twelve miles of streets. The wires in this dis-trict are underground. The other por-tion of the city is lighted generally by single are lamps attached to wooden

single are lamps attached to wooden poles, operated on the direct current series system. These lamps cost \$78.50 per year or \$785 per mile of street.

"Boston reported for 1898, 2.893 lamps mostly open and for 1899, 3,024 lamps mostly enclosed arcs.

"Detroit for 1990 had 253 hungs. It will thus

Louis for 1902 had 953 lamps. It will thus be seen that the boast of Rochester, being the best lighted city in the Union, has a substantial basis. "It is fitting that your body should

ough Illumination nightly of all our dark lleys and streets is a great safeguard

Water Supply and Storage.

"The question of water supply and storage is also of transcendant importance to our city. Rochester has a reputation of having a supply of the pures water in the United States drawn from Hemlock Lake. The chamber has all mys advocated the policy of reserving this supply as far as possible for potabl purposes and for maintaining the in tegrity of our water system as a munici

pal asset of great value.

The great industrial developments of our city have, however, attracted the attention of capitalists, and the corportion known as the Rochester and Lak der for manufacturing purposes form of a conduit from Lake Ontario, to supply adjacent localities with water. there are those who consider the forming a safeguard to Rocheste, in the event of a possible break in the 35 mile milulis which convey the water from Hemlock Lake to the city, when the ight supply the city with water during

time required for repairs.

The coming of the water company wever, will in no wise interfere with city's water system, no rights for appropriate limits having been granted, can they be granted without the e's enterprise in spending a very sum of money in the construction plant, is an evidence of Roches-prosperity, and no doubt cur city greatly benefited by the new

has kept the public eye focused

Rochester from 30,000 to 50,000 conti horse power for the extension of its i are the keys to Rochester's future grea

A Variety of Subjects.

Referring to railway facilities, Secr steam and electric, now enjoyed Rochester will no doubt be greatly i creased, both as to business and ple sure the coming year, while a unle station is among the probabilities. Speaking of building operations, th secretary said: "During the past year building operations have been largely suspended on account of high prices and labor difficulties. There is a fair pros-pect, however, that these will be adjusted and that Rochester is about

A number of interesting topics wer then touched on by Secretary Ives among them being postal facilities; th convention hall, which he said seeme likely to develop through the Mason! fraternity, and the public market pro ject, which is likely to be consummat

The Ship Canal Project.

Mr. Ives spoke at length on the ship

a ship canal and also in the words of the immortal Lincole that, 'Nothing is settled until it is settled right,' and at the last meeting of the board of trus-tees, held November 18 mst, a preamble and resolutions were unanimously adopt ed affirming our belief, and urging upoour state Legislature and Congress th used for New York State, thus making the great lakes arms of the sea.
"These resolutions have been sent no

only to our local representatives in the Legislature and Congress, but to ever member of these bodies, as well as t the boards of trade and chambers o commerce and boards of supervisors o commerce and boards of supervisors of the state. Judging from the response received, the people of the state outsid of the cities of New York and Bufful are favorable to the proposition, an since election a great change of senti-ment has taken place even there, evi-dence of which has recently been give: by public officials.

"Doubtless a re-survey of the route of

"Doubtless a re-survey of the route the proposed barge canal where one mous sums of money are processed be expended, notably at Coboes, Litt Falls, Newark, Lockport and in our ow terests this organization will carefull scrutinize the methods proposed for the crossing of the Genesee River by the new canal at a point about 1,000 fees south of Elmwood Avenue bridge."

the minimum to be \$400 per year and the maximum \$700; purchasing the filley Tri-angle and converting it into a public park; granting lifesaving medals to Captain Gray and crew of the lifesaving station at Charlotte, who, after great suffering and much heroic work on De-cember 15, 1902, effected the rescue of cember 15, 1802, effected the rescue of flour men and one woman from the schooner John R. Nores, which was wrecked on the date mentioned on Lake Contario, 23 miles from the Charlotte station; a convention hall; a public marginal resorts, and it mes pertore obtained service of the station of the charlotte station; a convention hall; a public marginal resorts, and it mes pertore obtained by the plan is a lied to interest Congress in the plan which will do more to develop lake competition for suburban business it has in all sections fallen behind the ejective from: station; a convention hall; a public mar-ket, a new armory; cheaper water for manufacturers and metering present supstation; a convention hall; a public market; a new armory; cheaper water for manufacturers and metering present supply; the chained in Genesca River at Charlotte remaining at its present width; a retaining wall on the west bank of the ness could be built up between Rochester and the various bay resorts where this Genesca River between Court and the various bay resorts where this Rochester next menth as the guest of Rochester next menths as the guest of Rochester next m arissa Streets: a better system of akkeeping in the financial department the city government; reciprocity with da: securing the report of a com doubt that a much greater business could be done and a beauliful portion of the minute water for industrial uses; consinuing the Water Storage Commission. The following propositions were opposed by the chamber: The barge canal; be Mortgage Tax bill; any change in the cense law which would give the state more than one-tilrd or the money received for licenses; any assessment on re instrumes policies issued by foreign of minutes the confirmation of the money of the community of the more of the confirmation of the confirmation of the more of the confirmation of the confirmation of the community of the confirmation of the confirmation of the community of the confirmation of the community of the confirmation of the confirmation of the community of the confirmation of the

sessing men like those you well kne who but recently started a bank accor-

nate method of making our city a plawhere such men will wish to live.

"Are you helping to bring about such
result? If not, will you begin to-day
to do something tangible for Rochester,
and by so doing find yourself the great-

Rochester Art Club, thanked the Cham-ber of Commerce for the generous spirit vited the members after the meeting it journed to inspect the pletures on exhi-hibition, and invitation that was gen

erally accepted.

J. Y. McClintock presented a series of resolutions, urging that the Chamber of Commerce go on record in favor of his elver through the state, an idea which h to the technical objection that such the to the technical objection that such that ters must first come to the Chamber of Commerce through the trustees. The resolutions will be considered by the trustees and may be presented at a later

levelopment of frondequoit. Bay as bility of securing a donation from An-new Carnegie to establish a great public ary in Rochester.

ROCHESTER HERALD. DECEMBER 8, 1903.

THE DEVELOPMENT OF A GREATER ROCHESTER

Four Big Projects Brought Out at Chamber of Commerce Meeting, Entrance of D., L. & W., "Trolleyizing" of R., W. & O., Dredging of Irondequoit Harbor and Building a Carnegie Library.

The formal proceedings of the Chamber of Commerce last evening, published elsewhere, contain less of general public interest than the incidental disclosures that were read to the clay over the tracks of the But-fact, for the clay over the tracks of the But-fact, in the Foad will find an entrance into the clay over the tracks of the Chamber fact, for the clay over the tracks of the state and is the only camb that were read to the west. that were made by various spentors to offhand remarks, indicating plans that were in progress for the betterment of though stories which the chamber had been actively interested were the repairing of the piers at Charlotte, the building of a retaining wall on the west side of the river, a better system of the making of Greater Rochester.

by the Central will be its Rome, Water-town & Ogdensburg branch, Despite the great development of the lake and bay graffle in recent years, the steam religions business. It is the only line running along the bay that touches a number of

ween Windsor Beach and Sea Breeze is already well built up, but with the trolley line giving adequate service, there is no doubt that a much greater business could

the report and details have been incking; this is the prospective entrance into
Rochester of the Delaware, Lackawanns
and Western Railroad. The statement
was made positively last evening that
this road was coming into Rochester in
the hearty in health, in its prosperits hearty in tes industrial, educational, reingious and coclai advantages; in its posaccsing men like those you well know.

that does not touch Rochester. The roo

side of the river, a better system of bookkeeping for the city government, and the various conventions held in Rochester during the year.

Propositions Favored by the Chamber.

Secretary Ives enumerated the propositions favored by the chamber during the year, as follows: Raising the salaries of grade teachers of the public schools, the minimum to be \$400 per year and the harbor anywhere to be found along Lake

Congressman J. Breck Perkins. While he merce, taken to the bay and shown th advantages of the plan. He may I

POSITIVE ANNOUNCEMENT THAS TOTIC a need Catalina of Wisconsin is in D.L.& W. WILL ENTER ROCHESTER

Secretary Ives' Report

part, as follows:
"Your Secretary has pleasure in again alluding to the value of the chamber as a railying point for visitors to our beau-

The report of Secretary Ives was,

is a great safeguard against crime."

the extension of its industries. Your Sec

retary can but repeal what he said in his last annual report, viz.; Water storage

and deep waterways are the keys to

no doubt be greatly increased, both as to

while a union station is among the proba-

Rochester's future greatness.

New York Central's Scheme to Convert Its R. W. & O. Branch Into a Trolley Line Also Made Public at the Annual Meeting of the Chamber of Commerce Last Night.

BARGE CANAL REFERRED TO IN SECRETARY IVES' REPOR

The annual meeting of the Chamber Upon motion, the resolution was laid of Commerce, held last night, was one upon the table for future action. of the most successful in the history of that organization. The meeting was called to order by Secretary Ives, who said that as many of the officers of the "this were to be elected to succeed themselves their natural modesty would not allow them to attend. He, therefore, at the suggestion of President T. B. Dunn, invited ex-Congressman Henry C. Brewster to take the chair. Only one ticket had been nominated and that was unanimously elected. The officers of the Chamber of Commerce for 1904 will be:

President, T. B. Dunn; First Vice President, George F. Roth; Third Vice President, Robent A. Badger.

Trustees for three years, Charles J. Brown, B. E. Chase, Charles T. Chapin, T. B. Dunn, W. H. Duffett, Louis Ernst, Charles P. Ford, Issae J. Fisher, James S. Charles Henry R. Histheryaw, D. B. of the most successful in the history of | Irondequeit Bay Improvement

T. B. Dunn, W. H. Duffett, Louis Ernst, Charles P. Ford, Issac J. Fisher, James S. Graham, Henry B. Finthaway, D. B. Murphy, George Motley, Griff D. Palmer, L. P. Ross, R. B. Sherburne, Rufus A. Sibley, L. G. Wetmore, Julius Wile: Trustees to fill vacancies, William Carson, E. A. Fisher, S. C. Langslow, L. L. Stone.

The unprecedented honor of being elected to succeed himself was accorded.

elected to succeed himself was accorded to Mr. Dunn last night, when he was elected to the Presidency of the Cham-ber of Commerce. Considering the diffiber of Commerce. Considering the diffi-cuity in securing a suitable man to ac-cept the position and the exceptional worth of his administration, the mem-hers of the Chamber feel that they have

Three or four matters of importance Rochester were under discussion bers, during the evening. positive statements were that the city. These statements were to the effect that the Delaware, Lackawanna & Western the Delaware, Lackawanna & Western Radiroad would surely enter Rochester in the near future, and that the Rome, Watertown & Ogdensburg branch of the New York Central Raliroad would be converted into a trolley line. The statement was made that officials of the N. Y. C. & H. R. R. R. were in town yesterday concerning this very matter. Centain it is that Assisiant Superintendent Paging of Syracuse was here yes-

terday concerning this very matter. Certain it is that Assistant Superintendent Payne of Syracuse was here yesterday for the first time in three months, and that the New York Central officials here were exceedingly chary of stating the nature of his business in the vicinity.

The old question of "barge or ship canal" provoked quite a discussion and is evidently a matter upon which the members of the Chamber are not at all agreed. County Engineer J. Y. McChintock, in offering his resolution that the Chamber go on record as favoring the construction of an artificial river through the state, which should not only serve all the purposes of a canal but should also furnish abundant water power for the entire state, said that he wished to get something off his shoulders that had been there long enough. Mr. McChintock said that he had talked Mr. McCHntock said that he had talked of any one scheme and that in offering his resolution he proposed to drop out of the matter. The resolution offered was the same as that adopted recently by the County Board of Supervisors. John Fahy opposed the passage of the resolution on the ground that it was in-

discontents. Mr. McClintock did not like this suggestion, and said that the Cham-ber did not know just what it did want. tor, he continued, had been well worked out and when presented to a rephad not the courage to see it through.

Philip Present added his protest

seams the adoption of the resolution, saying that it would look badly for the body of the Chamber to repudiate the that it want had barry for the the Chamber to repudiate the action of the Board of Trustees in recent action of the Board of Transas in indorsing the other improvement. Chair-man Brewster said that the action of the



iful city. During the year many people from sister cities of the republic, and from localities beyond the seas, have been entertained with courtesy and hospitality. In a vust number of cases visitors have been supplied with valuable infor-nation regarding the resources and at-tractions of Rochester as a business and manufacturing center and residential ity, accompanied by gifts of printed tighting of the city, Mr. Ives said:
"It is fitting that your body should of this community; not the least of which is the fact that the thorough illumination nightly of all our dark alleys and streets

In referring to the water supply and storage of the city, he said:

"The consideration of the barge canal project has kept the public eye focused a good deal on our watershed and people are being educated to the idea of a great dam for storing the water of the Genesee.

The water storage quanton involves

Congressman Minot of Wisconsin is in hearty accord with the resolutions adopted by the Rochester Chamber of Commerce relating to the conversion of the barge canal into a ship canal and the co-operation of the federal government with the state of New York in its construction. Congressman Minot has written the Chamber of Commerce as follows:

"I am heartly in accord with the views expressed by your body. The expenditure of one hundred millions of dollars to secure twelve feet of water can find no justification. What we on the lakes desire and eventually will have is a deep channel, If feet at least. Let our magnificent lake steamers out through such a waterway, and they will do much toward building upour foreign commerce, that has not kept pace with development in other directions."

Congressman Minot will support the ce with development will support the Congressman Minot will support the namber resolutions when presented in the buse of Representatives. He believes that the present is a most opportune occasion for the construction of the ship canal to the Hudson river. ** **Union Xtt 1: 03 |

N. Y. EVENING SUN

BARGE CANAL VOTE.

Proposition Was Carried by Majority of 245,312.

ALBANY, Dec. 11 .- The returns of the vote on the barge canal proposition show 673,010 persons voted for it and 427,008 against it, and that it was carried by a majority of 245,312. The vote by counties follows:

Counties. For. Against.

ı	Countles.	For.	Against.
ı	Albany	16,153	14,452
ı	Allegany	994	7,078
١	Broome.	2,401	11,696
1	Cattaraugus	2.239	7,391
ł	Cayuga	6,140	1,309
	Chautauqua	3,116	10,738
	Chemung	975	6,879
	Chemung	1.034	6,017
	Chenango	1,910	4,008
	Clinton	1,526	6,408
	Columbia	695	6.140
	Cortland	1,320	9.111
	Delaware	4.000	7,779
	Dutchess		8,355
	Erica	39,451	1.660
	Essex.	1,804	
	Franklin	912	5,302
	Fulton	1.751	2,400
	Consuson	1,448	8,680
	1 Greene	1,823	4,017
	Hamilton	307	513
	Herkimer	4,692	4,874
	. Jeffersoft	1,924	11,100
	Kings	102.252	20,925
	Lewis	1.020	5,222
	Livingston	761	6,063
	Madison	2,080	6,268
	Monroe	5,247	21,443
	Montgomery	3.074	3.062
	Nassau	4.893	2,740
	New York.	252,608	28.979
	Niagara	8.514	4.014
	Onelda		12,038
	Onondaga	9,061	11,477
	Ontario	1,532	9,951
	Ontario		8,952
	Orange	2,684	2,411
	Orleans	7.564	5,759
	Oswego		9,068
	Otsego	1,100	1,552
	Putnam	1,096	4,308
	Queens	20,945	6,892
	Rensselaer	3.546	
	Richmond	8,965	1,517
	Rockland	3,939	1,900
	St. Lawrence	1,172	12,713
	1 Saratoga	4,003	6,894
	1 Schenectady	1.810	2,622
	Schoharle	830	5,476
	Schuyler	. 280	3,356
	Seneca.	997	4,687
	Steuben	1,002	14,638
	Suffolk.	. 5,701	5,021
	Sullivan	. 1,306	5,252
	Tloga	374	5,579
	Tompkins	. 729	5,498
	I Hster.	8,309	7,728
	Warren	. 2,525	2,745
	Washington	. 3.844	5,237
	Wayne		7,691

..673,010 The State Board of Canvassers to-day canvassed the vote of the November elec-tion, with the exception of that for Judge O'Brien, for which the returns from Oneida county are lacking, owing to the County Board of Canvassers being restrained by a court order. Senator Francis M. Car-penter, of Westchester, had a majority of

Carnegie Willing to Give Omorota a Library to Rochester

dan for storing the water of the Genesce,
The water storage question involves other issues than more horse power. Our sewerage system is unfortunately so constructed as to pollute the river, and strong ourrents of water are needed to continually fosh it. This can be materially aided by the building of a dam. But of course the main object of the dam would be to create for Rochester from 30,000 to 50,000 continuous horse power for the extension of its industries. Your Sec-Dollars --- Matter Referred to Chamber of Commerce Committee *** Chairman of Congress.

It was stated by a member of the Cham-

Building Operations

"The amount of building in prospect is so great as to tax the capacity of supply and labor. The senumeration of a few projected buildings will give some idea of the operations that will be begun in the spring, viz.: The great necessarily in the spring, viz.: The great necessarily from Clinion Avenue North to North Avenue, which will make a complete transformation of that locality; the West High School; the new theater on the site of the old Corinthian Academy; the new building of the Rechester Trust Company, the new heater on the site of the old Corinthian Academy; the new building of the Rechester Trust Company, the new Henry A. Strong aix-story business building; the Rochester Distilling Company's Building; new Anderscan Exak; the new heater on the site of the claim of Mr. Barton to the desirability of making a harbor of Irondequoit bay was informally considered, and it was understood that a committee would be appointed by the Executive Committee to bring the subject to Mr. Barton's attention.

Mr. Brewster introduced Heary C. Maine, who in behalf of the Rochester Art Club thanked the Chamber of Commerce last night who had recently net Andrew Carnege that Mr. Carnegls has said that, ander certain conditions, he would present the city of Rochester with a library, valued at \$500,000. The matter was referred to the Executive Committee.

It was stated by a member of the Chamber of Comments and the city of Rochester with a library, valued at \$500,000. The matter was referred to the Executive Committee.

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Under Certain Conditions
Will Provide Half Million
Will after the annual exhibition. Mr. Maine said that it was the first commercial body to thus encourage art matters, and that it was acts of this kind which made a city livible. He also spoke of the magnificent painting presented to the Art Club, for its permanent museum, by George Inness, Jr. Mr. Maine invited the members to visit

Guest of Hon. J. B. Per-kins.

The meeting then adjourned, and after lunch land been served the members repaired to the assembly room and viewed the works of art on exhibition entil a late hour.

Four Big Projects Brought Out at Chamber of Commerce Meeting, Entrance of D., L. & W., "Trolleyizing" of R., W. & O., Dredging of Irondequoit Harbor and Building a Carnegie Library.

The formal proceedings of the Chamber of Commerce last evening, published elsewhere, contain less of general public interest than the incidental disclosures that were made by various speakers in offhand remarks, indicating plans that were in progress for the betterment of the city in which they were interested as business men. Four matters of great public importance were outlined, the consummation of which will do much for

the ground making preliminary sureys and investigation

The road that will first be "trolleyized" by the Central will be its Rome, Watertown & Ogdensburg branch, Despite the great development of the lake and bay traffic in recent years, the steam railroad as secured a very small part of the new business. It is the only line running along the bay that touches a number of popular resorts, and it has perforce obpopular resorts, and it has perforce ob-idined some local business. But a steam railroad runs trains at less frequent in-tervals than a trolley line, and in com-petition for suburban business it has in sections fallen behind the electric

It is thought that by changing the mo-It is thought that by changing the mative power to electricity and running frequent cars into the city, a large business could be built up between Rochester and the various bay resorts where this road has sole access. The territory between Windsor Beach and Sea Breeze is already well built up, but with the trolley line giving adequate service, there is no doubt that a much greater business could be done and a beautiful portion of the be done and a beautiful portion of the suburban take territory could be largely developed that has not heretofore been accessible for lack of sufficient trans-portation facilities,

Another project that was brought out last night at the meeting has been hinted at in the local press, but there has heretofore been slight confirmation of the report and details have been lack-ing; this is the prospective entrance into Rochester of the Delaware, Lackawanna and Western Radread. The statement was made positively last evening that this road was coming into Rochester in that have been current. The expectation is that the road will find an entrance

into the city over the tracks of the Buffalo, Rochester & Pittsburgh Road. The D., L. & W. is one of the great trunk ines of the state and is the only trunk line running from the East to the West that does not touch Rochester. The road runs so near the city, however, that it would be no great difficulty to procure an entrance here and open to Rochester trade a large field that has not hereto-fore been available. The positive statement that the road was coming to the ty will be received with much interest

of Commerce is working quietly but perstently is the development of Irondet Charlotte harbor. There could easily be developed here the finest and largest nurbor anywhere to be found along Lake ontario. The mouth of the bay has,

of Commerce meeting last night that meressman Theodore E. Burton, of loyeland, chairman of the Committee Rivers and Harbors, would be in in the city he will be waited on by in the city he will be watted on by committee of the Cl imber of Compret, taken to the bay and shown the vantages of the plan. He may be rainded to come at the time of the complete of the compression and deliver an advance.

public importance were outlined, the consummation of which will do much for the making of Greater Rochester.

It was disclosed last evening that plans for the changing of motive power from steam to electricity on several branch lines of the New York Central coming into Rochester had progressed sufficiently so that the relironal officials were now on the ground making reliminary are on the ground making reliminary are.

new resorts and fostering education; combined, they tend to increase the ad-vantages of Rochester as a business and educational center.

WITH FEDERAL AID. Dongs

Few have constructive imagination or realize how much whiteking it takes to make a public impress on these economic subjects until construction chances abstract. Such only was fully made in Monroe comi-ty by the newspapers, next perhaps in Broome county, and to a considerable ex-tent in Oneida, Orange, Onondaga and Rensselaor.

The presentation made in Greater New York, where tully 500,000 votes of the 663,000 affirmative were cast for the anal-bill, was such that it really represented a vote for the most efficient waterway possible, the newspapers claiming the 1,000-ton barge was such and were intolerant of any discussion of the deep waterway or ship canal or federal construction tained facts, being such as these; That a ship canal of 500 miles was impracticable, bar. The work of dredging away this bar and completing the connection with the lake would be a matter of no great expense. A determined effort will be made to interest Congress in the plan which will do more to develop lake commerce than any similar expenditure that could be made along the contract that the lake would be made along the contract that the lake with a second to the plan which will do more to develop lake commerce than any similar expenditure that the lake with a second to the lake of the lake with a second that speed will be over seven miles. In such state of facts, in such state of facts, in the lake was a least twelve feet deep and with adminimum width of seventy-five feet of the Legislature to care. ular view by building a deep waterway over all or any portion. Moreover, the official secretary of the State Canal Committee assured one by letter and telegram just before election that all Buffalo wanted was the 1,000-ton bargeway from Tonawanda to Oponelaga, and his committee and allied organizations would unite in any scheme to promote the Niagara deep external and all and a door waterway over the whester next month as the guest of waterway and a deep waterway over the waterway and a deep waterway over the Oswego Mohawk common route by federal Oswego Mohawk common route by federal I dinner and to deliver an address. Western section for two years, thus giving as four years for this effort. And letters ared by the business men of the of his or similar tenor were published just the property of his or similar tenor were published just the property of his or similar tenor were published just of his or similar tenor were published just the property of his or similar tenor were published just of his or similar tenor were published just of his or similar tenor were published just or similar tenor were published to similar teno to interest him in favoring an ap-before the vote was made throughout 13e state, and it is fair to hold them to those

FOR OFFICERS OF THE

Rochester Chamber of Commerce For the Year 1904.

For President T. B. DUNN

For First-Vice President J. CRAIG POWERS

For Second Vice-President GEORGE P. ROTH

For Third Vice President ROBERT A. BADGER

Trustees for Three Years

Charles 1. Brown B. E. Chase Charles T. Chapin T. B. Donn W. H. Duffett Louis Linst Charles P. Ford Isaac J. Fisher James S. Graham Henry B. Hathaway D. B. Murphy George Mothey Griff D. Palmer L. P. Ross R. B. Sherburne Rufus A. Sibley L. G. Wetmore

FOR Trustees to Fill Vacancies

William Carson E. A. Fisher S. C. Langslow I., L. Stone

but postpones that with the question, who is loser? Such, undoubtedly, is a burden. but is well worth while when we realize it means the commercial supremacy of New York to a degree that those who car ried the referendum fail to appreciate With new waterways approved by a majority and the \$101,000,000 authorized we are in a better position to implet an induce federal co-operation if we fail to forts to obtain a hearing and present t Central New York and the Mohawk va Central New York and the Mohawk val-ley especially interested, the relative mer-its of the deep waterway and the barge canal. And then also in Greater New York. Undoubtedly there are some who would sell the birthright of New York for a mess of tollgate pottage. All we wish to find out is whether the citizenship of New York on Iull presentation of the facts indorses that limited view or voted as we spell out both the upstate majority against and the Greater New York vote for the referendum as a yote for waterfor the referendum as a vote for water as falls to obviate flood do uges in the

We should seenre a federal deep water and 200 inlies nearer New York as part and parcel of the undertaking before the state builds a barge cannol from Oswego to the Hudson. And then on this common route, we should build towards and go as far in deep waterway construction as we can, requiring a contribution from the other states interested for this purpose, no more than the state contempla expending there for the inferior barre-way. The monograph just issued by Mr. Austin on the ship canals or the world is apt, especially showing that those connecting the lakes are the most important, do the most business by far, and did not exhibit the great industrial de-velopment they create. The Knizer Wilvelopment they create. The Kniser Will beam canat, which crosses Prussia, in poanother port in it on the inland sea, is very similar in situation, and was built at an expense of one-third to the state of Prussia and two-thirds to the empire. The \$101,000,000 milliorized now by New York would, on such basis, furnish a deep waterway from Lake Eric to Coxsackie of the most adequate dimensions surveyed.

The Cirizon, a Caundian newspaper, is pointing out now by reason of their canal extrances into the lakes, Great Britain extrances into the lakes, Great Britain

pointing out now by reason of their canal catrances into the lakes, Great Britain has the lake cities at her mercy and as hostages for peace. The 1,000-ton bargeway as shown gives us only the entry at Oswego, after a slow overland trip. The deep waterway gives as entrance into Outurlo both ways, superior to any Great Britain has or can linve. The mayal needs of the nation, as well as its requirements and the vast territory interested, predictions. and the vast territory in cate federal en-operation side route down the roasi, the Florid ship canal and the Mississippl develop ment to Chicago, making the complete cir cle which is gradually being intelligent.

dor in the manger vote, if made to such purpose, spites their own face. The matter should be presented in such

way as to enlist federal netion as for a possible towards the construction of the Ningara ship canal surveyed in deall and in the last river and harbor bill provided to Tonawanda, pure way, and such steps as will mark the beginnings of fed steps as will mark the beginnings of fed-eral co-operation on the Oswego-Mohawk tonte. And the construction of the deep waterway there, which serves the purposes of the Outario route and the interior 1,000-ton bargaway. without blocking what is equally to their

Rochester, N. Y. Dec. 9, 1903.

JOHN A. C. WRIGHT.

"Rochester is happy in its location; in its beauty; in health; in its prosperity; in its industrial, educational, religious and social advantages; in its possessing men like those you well know, who but recently started a bank account for each of their many employes, and who thoroughly believe that the new law of service, as well as the new law of wages, is to be the law of doing unto its industrial, educational, religious and socia

others as you would have others do unto you.

"What Rochester stands in need of today is not so much new enterprises as enterprising men; and our business should be to secure them by the legitimate method of making our city a place where such men will wish to live.

you helping to bring about such a result? If not, will you begin today to do something tangible for Rochester, and by so do-ing find yourself the greatest beneficiary of your every generous

As Mr. Ives intimates, public-spirited energy directed to the uphullding of Rochester does not necessarily call for unselfish activity upon the part of business men because the upbuilding of the city means increased pros-

The plan of the Chamber of Commerce to look into the project of making a harbor of Irondequoit Bay by removing the sand bar at its entrance, is a good one and in the line of possible benefits to the city of incalculable value. Accordingly, it is gratifying to note that a conference has been arranged with Chairman Burton of the Congressional Committee on Rivers and Harbors, for the purpose of inquiring seriously into the merits of the project and, if desirable, in enlisting the aid of Congress in it. There are also indications that no time is to be lost in seeking to interest Andrew Carnegie in Rochester's educational needs in the hope of securing a gift of money from him.

While some of the big ideas designed to bring public benefits that are now being held up to the community's fond gaze may not be productive of material results, they will help in the keeping up of efforts making for a progressive community. A party Junes, 5500,03.

CANAL LAND FOR A SONG

Riches in Sight For Many Persons in Rochester.

IF LAW IS NOT AMENDED

Owners of Adjoining Land Have First Right to Purchase.

And That Right Will Remain with Them for One Year After Canal Lands Have Been Declared Abandoned.

Nathaniel Faote, after investigation of the law relating to the sale of abandoned canal lands, told a reporter for The Post Express this morning that under the public lands law, as it now stands, a right of purchase at the price originally paid for the property by the state, by paid for the property by the state, the state in and to such real property.

The other section of the public lands law, as follows:

"If the state acquired title to any such real property without payment of any consideration therefor, the state may release to the person from whom the same was acquired, or his heirs or assigns, all the right title and interest of the state in and to such real property. Nathaniel Faote, after investigation of ly paid for the property by the state, vests, for one year after the land has been declared abandoned for canal uses, been declared abandoned for canal uses, been declared abandoned for canal uses, in the owners of adjoining lands. Where land, it may be reciaimed by the heirs of the original owner without compensation to the state, if such claims is flied within one year after the lands have any our of the barge canal, as much of the land to be abandoned in this vicinity lies on the heart of the city. If the existing the state didn't pay anything for the

Doses.

The barge canal law makes no provistion for the sale of abandoned canal lands other than to set forth that "the same other than to set forth that "the same same other than to set forth that "the same of the manner provided by state Engineer Bond's mission of Rochester. shall be sold in the manner provided by law for the sale of abandoned canal lands." So the provise as of the public lands law regarding the matter must be followed, unless the legislature makes

haste to amend them.

This view of the law directly contra verts the statement made yesterday by State Engineer Bond to the effect that State Engineer Bond to the effect that immediately after bands have been declared abandoned for canal purposes they may be put up at public auction by the state authorities and sold to the highest bidders. Hefore such action can be taken, Mr. Foots told the reporter this morning, under the existing law, the capal companions must wait a year to give the owners of adjoining property the right to buy the land at the nominal price paid for it by the state. For much of this land, now worth

For much of this and, now wer thousands of dollars where it has in t thousands of dollars where it has in the heart of populous cities, the state purching to original owners. Under tright of eminent domain, the state menter upon the immediate possession any land within its confines required for

the public use, giving the owner of the same the right to file a claim against the state for one year after the seizure. Many people owning lands that were seized by the state for cannt purposes failed to file their claim within the time specified and thus got nothing for their property. Under the law, their heirs may now get back this land as a gift, if they make claim for it within a year after the land has been declared abandoned for cannt purposes.

doned for canal purposes.

One of the sections of the public lands law relating to the sale of abandoned canal lands is as follows:

canal lands is as follows:

"The original owners of such real property from whom the same was acquired by the state by purchase, or his heirs or assigns, being the owner or o where or of adjoining lands, shall have pretratence for one year after passage of such ence for one year after passage of such resolution (dectaring lands abandoned for canal purposes) to purchase same, by payment of the amount originalty paid therefor by the state.

"The Official Canvas.

ALBANY, N. Y., Dec. 12.—The official canvass of the state was completed yesterday with the exception of associate judge of the Court of Appeals, which is deficient by reason of the holding up by the courts of the results in the Second Assembly district of Oneida county.

Official figures.

"The 'heirs or assigns' in this case 1 take to be the present owners of adjoining property," said Mr. Foots to the reing property. Said aff Foundation of Fig. 1 judicial district, James McKeen, Republication of the price paid for lican, 176,529; William J. Kelly, 178,427; them by the state, follows present ownership of adjoining lands."

The other section of the public lands

ed for the best interests of the state."

The sale of abandoned canal lands, so of betterment, affecting as they do matbeen declared abcaldoned for canal pur-boses.

In the heart of the city of the existing consequence than others; and one stands out so pre-eminently above all the rest law is not amended, adjoining property

Rochester yesterday apparently was to complete arrangements with Division Engineer Rockwood to begin the surveys for the test work on the barge canal

Improvement.

It is suspected that a large office and surveying force will be put on in Rochester as it is known that the state entering growth and prosperity of the city as the gineer was looking over several suites of offices here with a view to renting them for the canal engineers force, which is now housed in the first several suites. feature of the project is that it has not which is now housed in the Triangle building. Door 300, DEC 10:03 been already accomplished. The United

HISTO2 1900 School of the guarders of a rile. Cupping From Both about four sulles. It has an average with of three quarters of a rile. Collection Collection

THE BARGE CANAL YOTE

Official Figures Show a Majority

of 245,312.

The State Board Canvasses the Ballots

\$101,000,000 Ditch.

on the Proposition to Build a

Special to The New York Times.

ALBANY, Dec. 11.—The State Board of anyassers to-day canvassed the vote cast

State of New York for \$101,000,000 for the

larging them so as to accommodate burges The proposition was carried by 245,312. The vote as canvassed by countles was as fol-

Also was carried by nivassed by countles was as formassed by countless was as

8,587

Total......673,610 427,698 158,069 1,258,777

VOTE ON THE BARGE CANAL.

Project Carried by a Majority of 245,312

-The Official Canvas.

est now being displayed by the Chamber

of Commerce in sundry projects of more

or less importance to the future of the

there is not some danger of lack of con-

centration. All of the proposed schemes

ters intellectual, moral and material, are

of consequence; but some are of more

States government spends annually enor-

localities where practically nothing at all

is to be expected. We have not at hand

Charlotte, but the assertion may be

safely ventured that the money there

spent would have sufficed to make Iron-

dequoit Bay the finest deep water harbor

on the great lakes-certainly the finest

Irondequoit Bay extends from north to

on Lake Ontario.

the figures showing the expenditures at

for all the commerce of the great lakes. This bay, wonderful la its facilities as to anchorage and docking, is surrounded by hills of sufficient elevation to protect it completely from all manner of storms except directly from the north; and all that is needed to place all these advan tages at the disposal of commerce and navigation is the cutting of a channel through the narrow strip of sand which separates it from Lake Ontario and a little dredging, mostly at the norther

Not many of our citizens fully reall the exact location of Irondequoit Bay with reference to Rochester. The head of the bay, the south end, is only for and ore-han mies from the Four Corners and only one mile and a half from the city line. It is only three miles from the Erie C+nal and two miles from the New York Central, West Shore and Pennsylvania Railroads. The Rome & Watertown Railroad crosses its foot at the lake shore. The Rochester & Sodus Bay trolley road crosses its head. The entrance to the bay at Lake Ontario is a half-mile nearer the center of the city than the mouth of the Genesee at Char-

Lack of space at this time forbids a discussion of the manifold material benefits that would almost immediately ensue from the conversion of Irondequoit Bay into a deep water harbor. Let it suffice to say that Rochester would almost inevitably rival in commercial con sequence Cleveland and Buffalo.

From these considerations it seems to us that both the citizens of Rochester and the Chamber of Commerce ought project of the vastest consequences to the city's future growth and prosperity Let there be no turning aside, no scattering:

Just Egmiss Dury 1903 LARGE AMOUNT FOR PIER WORK

Engineer Thinks \$87,000 Should Be Expended.

COLLAPSE IS A POSSIBILITY

Extensive Repairs Must Be Made, Says Engineer Bingham, or the Piers Will Go to Pieces.

In the annual report of Major Theo dore A. Bingham, corps of engineers, on the improvement of harbors on Lake Ontario, is this entry relative to Charlotte harbor: "Amount that can be profitably expended in fiscal year ending June 30, 1905, for maintenance of improvement, in addition to the balance unexpended July 1, 1993, \$102,500." The unexpended balance in question amount-ed to \$21,518. Whether \$102,599 will be appropriated for the maintenance of Charlotte harbor remains to be seen, but the recommendation serves to show that Major Bingham gives Charlotte high rank among the harbors on Lake Ontario. More than half a million dolars has been expended by the government at Charlotte since the harbor was stabilished. The exact abount to June inted for the maintenance city, it seems a fair question whether ed. The exact amount to June 1903, was \$540,309,56.

30, 1903, was \$640,309,36.

The annual report is excedited to Major T. W. Symons and Major Eingham because of the fact that there was a change on May 7th last, Major Symons was relieved on that date and Major Bingham succeeded him in the charge

hannel at Charlotte is touched upon as follows in the report

follows in the report.

"The river and harbor act of June 13, 1902, adopted a modified project to narrow the entrance channel, now 475 feet wide, to 200 feet, by means of 3,600 linear and a control of the control of feet of brush mattress and stone laid lengthwise of the channel, at an esti-mated cost of \$15,000. This modification was so strenuously opposed by all par-ties engaged in the commerce of the bar-bor that the abandonment of the modi-fied project and resumption of the tre-yously representations. January 24, 1902. The \$15,000 was subst quently turned over to mai der act of June 13, 1902." mous sums in river and harbor work in

Piers in Poor Condition. Under the heading "Proposed Opera-tions and Remarks," Major Bingham

ter, and has a large commerce in coal brought by rall from Pennsylvania mines and shipped down the St. Law-rence river and to Canadian ports on Lake Ontario. Its commerce is large and

because of sand drifting into the hannel from the lake. A survey made a May, 1903, showed that the channel redged in 1902 had deteriorated, the govng depth being now fifteen feet at

Portions of the superstructure of the ngly rotten, and extensive repairs ust be made or the plers will coll ith wood, it is estimated that at least 2.500 feet of these piers should be pro-vided with a concrete superstructure without unnecessary delay. This will could be superstructure. cost, it is estimated, \$35 per linear foot, or \$87,500. This concrete work would be in extension of the concrete super-structure now being built on the west pier, which is of a design suitable for only the piers at Charlotte, but for he entrance piers at all of the harbors on Lake Ontario except Oswego.

or ordinary maintenance and dredgthe total amount required for the next discal year \$102.500,"

The Official Vote.

The following table shows the vo or and against the barge canal propoion in each of the sixty-one countle I the state, with the majority in each: For. Ag'st. Majority,

any	16,153	14,452	1,701 F	
egany	204	7,073	6.079 A	
oms	2,401	11,696	9,295 A	
taraugus	2,239	7,391	5,152 A	
yuga	6,140	1,309	4.831 F	
sutanqua	2,116	10,738	7,622 A	
mung	97A	6,879	5,904 A	
mango	1,034	6.917	5,883 A	
aton	1,910	4,006	2,096 A	
umbia	1,526	5,498	8,972 A	
tland	695	6,140	5,445 A	
aware	1.326	9,111	7,785 A	
teliess	4,099	7,779	3,680 A	
e	39,451	Sisin	31,096 F	
ex	1,864	1,660	204 F	
inklin	912	5.30%	4,390 A	
ton	1,701	2,409	658 A	4
lesee	1,446	3,680	2,231 A	
ene	1,823	4,017	2.194 A	
militon	307	513	206 A	
kimer	4,692	4,874	182 A	
ersen	1,924	11,196	9.312 A	
ga	62,282	20,925	41,357 F	
V18	1,020	5,222	4,202 A	
ingston	761	6,063	5,302 A.	
dison	2,039	6,268	4,179 A	
broe	5,247	21,443	16,196 A.	
ntgomery	3,074	3,362	888 A	
ntgomery	4,393	2,740	1,653 F	
York	252,608	28,979	223,629 F	
gara	8,514	4,014	4,500 F	
ida	8,401	12,038	3,637 A	
ondaga	9,061	11,477	2,416 A	
ario	1,552	9,951	8,419 A	
nge	1,326	8,952	3,626 A	
eans	2.084	2,411	273 F	
vego	7,564	5,759	1,805 F	
ego	1,105	9,068	7,963 A	
nam	1,696	1,552	456 A	
ens	20,945	4,308	16,637 F	
isselear	3,546	6,892	3,346 A 7,448 F	
hmond	8,565	1,517	7,448 F	
kland Lawrence	3,939	1,866	2,073. F	
Lawrence	1,172	12,713	11,541 A	
aloga	4,508	6,894	2,386 A	
enectady	1,816	2,622	806 A.	
obarie	836	5,476	4,640 A	
uyler	250	3,256	3.076 A	
eca	997	4,687	3,780 A	
uben	1,502	14,638	13,136 A	
folk	0.701	5,921	620 F.	
Hvan	1,306	5,252	3,246 A	
Ka	375	5,579	5,205 A	
npkins	720	5,498	4,778 A	
ter	8,309	7.728	641 F	
rren	2,325	2,747	220 A	
shington	31,844	5,237	1,393 A	
yne	2,473	7,691	5,218 A	
atchester	24,498	8,499	15,999 F	
ming	265	3,593	2,728 A	
les	294	4,097	3,803 A	
	-	177.70	2000	

.... 673,010 427,698 245,312 F Sixteen countles voted for the barge canal and forty-five countles voted

. The majority of 245,312 in favor of the canal was due to the phenomenal vote in New York and Kings counties. If those counties had voted even on the proposition the canal would have been beaten by twenty thousand The metropolitan district, embracing the counties of New York, Kings, Queens Richmond, Nassau, Suffolk, and Westchester, cast 379,392 votes for the canal and only 71.989 against it, the majority for the canal in that district being 307,403. In the other fifty-four countle of the state the vote was 293,618 for the canal and 355,709 against it, an advermajority of 62,091. So it may be said that the barge canal proposition was carried by the metropolis against the sen-One very curious thing in the returns and void ballots-the total for the state od d on the question of the \$9,000,000 provement, the total was only 12,034, all but a thousand of which were charged to New York city. The vote 442,988; against, 327,645; majority for,

The heaviest vote ever cast in this tel vote on the barge canal proposi- position from the anti-bargers. tion was 1,100,708. Making a reasona ble allowance for the increase in the ote of the state in three years, we find nat there were half a million voters in he state who did not take enough inerest in the barge canal proposition to ote on it one way or the other, though t the lowest calculation the construcion of the canal will mean additional exation of \$17.50 on each \$1,000 of as-

TOLLS FOR NEW CANAL

Proposition for Amendment of State Constitution.

SENATOR LEWIS IS SPONSOR

Will Start Ball Rolling Early in Legislative Session.

Argument is That If Millions Are To Be Expended Those Directly Benefited Should Contribute a Share.

"At an early day in the forthcoming

session of the legislature, I shall offer in the senate a measure providing for an amendment to section nine of article seven of the state constitution which prohibits the imposition of tells on traffle in the canals of the state," said Senator Merton E: Lewis in conversation with a Post Express reporter this morning. "I shall attempt simply to bring about a repeal of this constitutional provision, leaving the matter in such shape that the legislature may impose such tolls as it deems best when the barge canal gets in operation. If we are going to expend millions of dollars in the next few years for the improvement of our canal system. It is only fair that those directly benefited should pay some small share of it."

The section of the state constitution which Senstor Lewis will seek to repeal

No tolls shall bereafter be imposed on persons or property transported on the canals, but all boats naylgating the capals, and the masters and owners thereof, shall be employed to such laws and regulations as have there or may be considerable emercial concerning the naylgation of the canals. The localisature shall annually, by equitable taxes, make provision for the expenses of the superintendence and repairs of the canals. All contracts for work and material on any canal shall be made with the persons who shall offer to do or provide the same at the lowest price, with adequate society for their performance. No extra compensation shall be made to any contractor, but if, from any unforesses cause, the terms of any contract shall prove to be unjust and oppressive, the canal board may, upon application of the contractor, cancel the contract.

Senister Lewis will have undoubtedly.

Senator Lewis will have undoubted! the united support of the anti-barg senators and assemblymen in his effor on the canals. One of the argument extensively used by the anti-canaler uring the campaign was that the conhe imposition of a great burden of tax ation upon the people of the entire state for the benefit of the elevator combine of Buffalo and a few beatmen. Many rominent pro-capalers are also much ! favor of again imposing tells on cana-traffic. One of these is Attorney-General Cunneen, of Buffalo. In a recent interview, Mr. Cunneen is quoted as fo

"I believe an amendment to the stat legislature during the approaching to sion, leaving to the canal board of th state the discretion of levying tolls on the new barge canals. The lowering of rates consequent on the enlargement the canals will bring a sufficient volume of business to enable boat owners to pay any tolls that may be levied. I believe that in time the revenue from tolls will be sufficient to take care of the debt t urred for the operation of the canal.
Attorney-General Cunneen will a

find the anti-canal contingent in the leg Islature working with him in the other roposition which he favors to have an titution providing for an extension of time within which the canal bonds ma be paid. Under the provisions of the law as it now stands the bonds of the state issued for the construction of th barge canal must be paid in a period of years. The anti-bargers say they do no believe in taxing posterity for a great folly for which it is nowise responsible.

Another scheme of the pro-canalers to have principal and interest raised by instate was 1,548,551 in 1900; but in 1903 the | direct taxation, will meet with active o

> The annual report of United States engineers upon the improvement of harbors on Lake Ontario has just been iss pamphlet form. A careful perusal of a Major Theodore A. Bingham, corps of engineers, United States army, leads to the conclusion that the money spent on har bors is not well proportioned to their use-

Up to last July the sum of \$494,647 had been expended on the barbor of Great Sedus bay. The total trade there in 1902 senger steamers helped to make a little year ending July 1, 1908, the total arrivals and departures amounted to a touriage of 1,523,268. The amount of coal and mer chandise coming into and going out of the port of Charlotte was 548,351 tons, About .000 passengers arrived and departed The report says of the harbor:

Charlotte is the lake port of Roche Charlotte is the take port of Rochester, and has a large commerce in coal brought by rail from Pennsylvania minos and shipped down the St. Lawrence river and to Caundian ports on Lake Outarlo.

Its commerce is large and growing, and the maintenance of its harbor to the full extent of the project is advisable.

A channel maintained between the plers and to deep water in the late to a constant and to deep water in the late to a constant.

deep water in the lake is 3,800 fe and to deep water in the lake is 3,800 feet long, and requires redredging annually on secount of filling, caused by deposit during high water in the Genesee river of material in suspension, and also because of sand drifting jeto the channel from the lake. A survey made in May, 1903, showed that the channel dredged in 1902 had deteriorated, the governing depth being now 15 feet at low water.

Pertions of the superstructure of the en-trance piers at Charlotte are becoming ex-ceedingly rotten, and extensive repairs must nade or the piers will collapse. The sare well settled down, and should when plers are well settled down, and should when repaired receive concrete superstructure instead of being rebuilt with wood. It is estimated that at least 2,500 feet of these piers should be provided with a concrete superstructure without unnecessary delay. This will cost, it is estimated, \$25 per linear foot, or \$87.500. This concrete work would be in extension of the concrete superstructure now being built on the west pier, which is of a design suitable for not only the piers at Charlotte, but for the entrance piers at all of the harbors on Lake Ontario, except Oswego.

wego.

For ordinary maintenance and dredging there will be required \$15,000, making the total amount required for the next fiscal year \$102,500.

Charlotte is the most important port o the lake and ought to receive proper at tention from Congress. But for reasonthat do not readily appear the port has been neglected until the piers are ready to collapse. A few thousands of dollars have been doled out each year, but no adequat improvement has been attempted. On July 1st there was an unexpended balance for improvement of \$21,518.84. Much of th was undoubtedly expended for dredging and repairs during the summer. The ap propriation was an approach to the prope sun to keep the harbor in suitable condi-The harber at Oswego has been costly

being an inclosure about the mouth of the Oswego river protected by a breakwater. Since 1826 the sum of \$2,023,612.87 has been expended at Oswego. The vessels going and coming from the port in the fisc year closing June 30, 1903, had a tonnage of 300,302, less than a third of the ton nage recorded at Charlotte. The number f passengers in and out of the port of Oswego is about 10,000 aunually Oswego has been well cared for, and no one can object to the proper mainter of the harbor works. Oswego is important as a port of refuge, although declining as a shipping point. Owing to the great difficulty in maintaining a harbor there, or because of well-directed energy a Washington, Oswego has always secured the lion's share for harbor improven on the shore of Ontario, while the harbo of Charlotte or the port of Rochester has absorbed most of the business, with scant attention from the federal government Perhaps Congress does not understand that Charlotte is the harbor of Rochester. In time the barbor may be named for the city instead of being taken as a village port on the south shore of the lake.

D. TO. — 12/17-1903. Watch Company in Correspondence With Chamber of Commerce.

The Executive Committee of the Rochester Chamber of Commerce is investigating a proposal transmitted to Secretary Ives by Funk, Lawrence & Co., of Chiengo, in reference to the possible estab-lishment of a large watch movement and

watch case concern in this city. The capital of the proposed company is to be \$600,000, based on actual assets, and a working capital of \$200,000. It is stated that Funk, Lawrence & Co. have been intrusted with the organization of a watch concern that proposes to purchase two watch movement and three watch case factories, and consolidate them at the most favorable point where requirements can be met and where conditions for curing the growth and permanency of such an industry are most favorable,

CLIPPING FROM CINITETY OF TANALY ARTISER.

DEC. 1903

THAT ILLINOIS PROJECT.

A project that concerns the state New York, in view of the recent ap barge canal from Buffalo to the Hud son for the purpose of attracting th traffic of the great lakes and the midille west is the revival of the old scheme for a deep waterway connect ing the great lakes with the Mississip pl river. The project is as old as the dream of DeWitt C. Littlejohn for a hip canal around Niagara Falls and from Oswego to the Hudson. That means that it has been a dream for 40 years, and during all this time a month has been dull when some statesma; Tess did not do se

o the many commercial advantages.

his has not been without resul s pointed out by a Washington inal was given its magnificent proportions in order that it might one day be link in a highway of traffic from the lakes. This year the sunitary district of Chicago has been enlarged. The rainage of the Calumet region, which has continued to spoll Chleago's drinking water even after the drainage of the city itself was disposed of, is to be turned into the draining canal. The branch to be built for this nurrose to planned as another link in the great waterway. The plans call for a ditch 21 feet deep and 80 feet wide, much larger than would be needed purely for government is asked to pay half the cost on the plea that the ship canalwould be valuable for military purposes. Representative Mann's bill now before congress sets \$6,000,000 as the maximum expense to be borne by the United States treasury for " Waterway from a point at or near the city of Blue Island on the Calumet river . . . to a point on the Chi-

A vessel of deep draught could not pass down the drainage canal for a distance of 20 miles, or just one twelfth of the distance to St. Louis. Then comes the Des Plaines river, tributary to the Illinois river. The latter is now being improved and when this work is accomplished it will carry yessels of seven feet draught to the Misssippl. Thence to St. Louis the plans now actually adopted provide for eight feet and from St. Louis to the mouth of the Ohio at Cairo for 10 feet. From Cairo to New Orleans the plans call for greater depth. Advocates of the plan of continuing the deep water con struction to the Mississippi, and they are ever active, declare that the value of the route to commerce will abundantly justify the expense involved, though the proposition that Illinois alone should take up the work and carry it to completion, following the example of New York, has not been advanced. The person who brings garded as a fit subject for a madhouse, and yet in this state larger and weightier propositions, involving many more millions of expenditure are approved

cago sanitary canal at or near the Sag

with a mighty shout. New York is interested in the Illinois project because if it is constructed and traffic begins to move down the Misto the markets of the world, every ton of freight thus attracted will be so much taken from our own barge canal Its construction will again jeopardize the commercial supremacy of New York and build up New Orleans. But the canal will be built some time and should also have built the barge canal

THE CANAL VOTE.

Editor Post Express:

n this state.

mourners' beneh can make a wake. Six-teen countles voted for the barge canni, but if we take Ulster and Rockland, with the metropolitan district, we have nine of them with about 310,000 majority, and at the other end, putting Orleans and Niagara with Erie, three with 26,000 majority, and then add Oswego with 1,805, and we have the unlucky thirteen terminals with about 349,600 majority. Then there is the little north terminal, Essex, with 204, and the masi-terminal of Albany with 1,700, and we know, too, that New York interests are in Orleans and Essex and mancingly at Niag-ara, and are always running to Albany. This leaves them only the odd county of Cayuga, with 4,800 majority (where, curiously little was said in the newscapers on he canals), which must be due to the idea hat the 1,000-ton bargeway would drain the Seneca watershed The inform eading to this vote must have been spread on the quiet. Having all published mat-

on the well-worn topic of work and labor Intimated that the top notch stunt in work was for those engaged in political, econical, or social reform, and they, poor lows, alone knew it. In taking waterway question for the public w the Rochester Chamber of Commerc on itself such extra burden and largely on John M. Ives, its secretary report shows a change of 25,000 vot. Monroe and 100,000 documents sent ou all know that it is a great thing to change a few thousand votes in a political con-test. In this case, he had to decide upon mailing lists and look after all other details. Somewhat familiar with campaign lng, I would say that I never saw any work done more smoothly and efficiently and doubt if any campaign so imited in time for the work, and in means, was ever better made or accomplished such great results. Some public recognition of this extra service of Mr. Ives should aprear. He had at heart the welfare of the city and state, as well as his official duty. As the pro-canal press in the center

ester prepared to undertake such effort realizing the advantages of a deep water way for defense and insuring not only its safety but a commercial future such as no

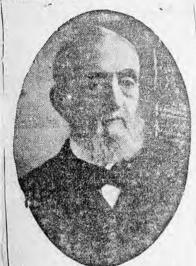
HORACE A. BREWSTER

Bot Express Dec. 19.

Well-Known Business Man Dies in His Seventy-Ninth Year.

Came to Rochester in 1835 - For Many Years President of the Rochester Orphan Asylum-Leaves Wife,

Son, Daughter and Brothers. In the death of Horace Austin Brewster, at his home, 125 Plymouth avenue, last night, Rochester loses one of its i oldest and best known business men. He was a member of the firm of Brewster, Crittenden & Co., wholesale grocers, in



HORACE AUSTIN BREWSTER.

St. Paul street, and of the firm of Brewster, Crittenden & Riley, commission dealers in Exchange street. He was in

his 79th year.

Horace Austin Brewster was born in New London, Conn., on February 24, 1825. He came to Rochester when about ten years of age and entered the business house of his brothers, S. L. and J. H. Brewster, as a clerk. After acquainting himself with the business, he formed a partnership with Henry Brewster, a brother, and they, with Stephen Remington, conducted a wholesale grocery in St. Paul street. This partnership lasted ington, conducted a wholesse ship insted until 1860, when Mr. Brewster established a business of his own. Some years ago Mr. Brewster formed a partnership with his come a partnership with his come a partnership with his come a partnership with his come. formed a partnership with his son, Horace C. Brewster, and H. V. Crittenden, the business being conducted under the name of Brewster, Crittenden ducted in Exchange street under the name Brewster, Crittenden & Riley.

Mille Mr. Brewster was always deeply interested in the affairs of the city, he ever declined political office. During the Civil war there were few of Rochester's prominent citizens more ardent in their support of the government than Mr. Brewster. Mr. Brewster.

Mr. Brewster.

For many years Mr. Brewster was president of the Rochester Orphan asylum, giving a great deal of time the affairs of that charity. He was always found at the asylum on New Year's day, when the Knights Templar made their annual visit to the children.

Mr. Brewster was vice-president of the Commercial National bank and president.

Mr. Brewster was vice-president of the Commercial National bank and presi-dent of the board of trustees of Central church. He leaves his wife, Itelen N. Brewster; a son Horace C. Brewster, and a daughter, Mrs. J. Converse Gray, of Boston. His brothers, John H. Brew-ster, of Rochester, and Amos H. Brew-ster, of New York, were at the death bed.

The memorial that follows was adopt-

Cost & CANAL TOLLS. Dec. 21.

sition of Senator Lewis will find many sup-porters. The ourden for the construction of the canal will be an enormous one for the people to carry, and, as is claimed to will be no more than right that this traffishall pay some revenue to the state. At-torney-General Curueen favors this plan and believes that in time the revenue from tolls will be sufficient to rake care of the debt incurred for the operation of the canal. The canal is designed to carry the products of the West to the Eastern sca-board and incidentally to benefit the elevator combine at Buffulo and the terminal sharks at the other end of the line. There has never yet been a tangible rousen advanced why New York state should provide a free wetarway across the state from Buffale to the Hudson for this busi-ness. Those directly benefited by such a commercial highway should be compelled to contribute a share of the cost. In hay whether tolls shall be imposed or not

					THE RESERVE OF THE PERSON NAMED IN	ALUCITUSTE				
		The second secon	-		CONTRACT OF THE PARTY OF THE PA		1	TIRROUG .		1 0
the Commercial bank	to-day:	Iistoric S	1903.	1894	1903, 1804			FAMOUS S	SOLVATOR	t
The death of H. Austin	Drewster removes	TOTOTO	0 10/	V 10	hood		101	I WIAITITIO "	TELAVED'	8
Commercial bank since J	anuary 35, 1891, ar								JI EMILLIO	n
the only remaining mem	ber of the origin									
board of directors electe A man of keen fores			Sta Or	4	gran ble	4				g
wictions and intende ener	rgy, be put himself		H 4	H	4 4 4		11 1	Quartette of Disti	nguished Man	ti
total material entarian of	life with painstuke	Albany	6,153 14,452		15,790 11,118 99	V. Committee of the com		T TOTAL OF DISTI	nguished wien	ir
ing persistency. His a	to the interests of	A the wearest	994 7,078 2,401 11,696	2,271 4,532	3,732 3	3.		To Speak at (Chamber of	t1
who havele and the stamp	o of his marked in-	Broome Cattaraugus	2,239 7,391	4,891	3,588 3,845 5	1	3 (0	D'	I
dividuality was indelib	12 Impressed aron	Campaga	6,140 1,309 3,116 10,738	5,820 7,636	5,148 4,226			Commerce	Dinner.	ti
percus and vet conserv	erice, the death of	Chantangua	3,116 10,738 975 6,879	3,699	4,411				CAULTY .	u
No December in distinct	HV H WSS. DOL DINY	Chemung	1,034 6,917	3,165	2,697		1	AMADIAN		ti
to this bank and to the with which he was cor	various institutions	Clinton	1,910 4,006	2,257	1,693 2,591		1	ANNUAL BANQUET	IS SET	3.33
nominate in which his	HIP WEB SDEEL	Columbia	1,526 5,498 695 6.140	3,394 2,506	3,905 5	\ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \	2			T
Developed Chat this ti	ribute to his mem-	Cortland	1,326 9,111	3,414	3,516			FUR THURSD	AY, JANUARY 7	ni.
ory be inscribed upon thourt, and a cony be	sent to the family	Partehage	4,099 7,779	5,791	5,064 286	>		Herard, 2	r. 1 8,	976
of Mr. Brewster		Erie	1,864 1,660	27,469	9,654 33,852 14			210	CE 1 4, 03	ba
0		Essex	912 5,302	1.102	1,695 1,395		1	President T. B. Dur	n and Secretary	la.
Post & CANAL TO	ILLS. Dec 21.	Fulton	1,751 2,409		3,060					10
		Conesee	1,446 3,680	2,636 1,673	2,415 2,711 4			merce returned home trip to New York and	yesterday from a	its
Senator Mertan M. Le		Greene	307 513	1,010	A 4	1				th
announces that he will e		Herkimer	4,692 4,874		3,306 352					th
session of the state ic measure providing for a		Tefferson	1,924 11,166	5,186 66,065	5,983 4 46,703 277					m
section 9 of article 7 of		Kings Lewis	1.020 5,222		46,703 277 1,883 1					Wo
_ tution which prohibits		Livingston	761 6,063	2,842	2,972		1			00)
tolls on the traffic of		Madison	2,089 6,268		2,705 737 7 9.831 750 6					3
state. His purpose is to		Monroe		3,907	9,831 750 6 3,359		1	editor of the Cosmopo General Daniel E. Sickle Flint, All four		of
peal of this provision, s legislature in position to		Nassau	4,393 2,740		В 1,733		1			Sui
as it deems best when th		New York	52,608 28,979		52,768 57,630 11,060		1			lak
in operation.		Niagara Onelda	8,514 4,014 8,401 12,038		3,124 12 6,999		3			I.W.
The "Advertiser" believ		Onondaga	9,061 11,477	13,057	10,008 20,442 13		2 1			for
sition of Senator Lewis v		Ontario	1,532 9,951		4,190 1,162 4					of
of the canal will be un		Orange	5,326 8,953 2,684 2,413		1.771 2			Mr. Ives and Mr. Du several other prominent		inv
the people to carry, and		Oswego	7,564 5,75		4,037					run
the advocates of the can		Otsego	1,105 9,068		4,580 116			Foraker of Ohio, Secreta	ry Cortolyou of	pro
the cost of transportation		PutnamQueens			5,133 5,435			the Department of Lab	or and Editor	pen
will bring a large volume will be no more than ric		Rensselaer	3,546 6,893	12,458	11,248					sati
shall pay some revenue		Richmond	8,965 1,51		1,370 2			pressure of other busine	because of the	gat
torney-General Cumuca		Rockland	3,939 1,866 1,172 12,713		1,711 166 7 5,124 502 1			orner busine	ess.	Da
and believes that in time	e the revenue from	Saratoga	4,508 6,89	5,152	4,107 47			CHANGE IN	DATE	Co.
tolls will be sufficient to		Schenostady	1,816 2,62		2,408			CHAMIAGE III	DAIL	the
debt incurred for the		Schoharie	836 5,470 280 3,350		3,246 305 1,505			Noch Jen	MOTIETA	T
canal. The canal is des		Saugen ********************************	907 4,68	1,954	2,214 1,406 1			OL THE DE	MULLE	the
board and incidentally		Beaution	1,502 14,63		6,461 3,350 5			Noch tens	Dre 25, ON	tw/
vator combine at Buffale	o and the terminal	Suffolk	5,701 5,02 1,206 5,25		2,598 8 2,244 2	1		WILL BE HELD	JANUARY	hay
sharks at the other end	of the line. There	Place	374 9,07	9 2,141	2,538 41			7TH IN COLONIA	AL HALL	tim
has never yet been a to		Townking	720 5,49		2,407 1				- ATAMES	Li
vanced why New York		Uister	8,369 7,72 2,525 2,74		5,018 1,662			THE SPEAKERS	CECHDON	Soc
from Buffalo to the Hue	dson for this busi-	Washington	3,844 8,23	7 4,246	3,146 5			JI BARERS	SECURED	side
ness. Those directly be	enebted by such a	Wassna	2,473 7,69		3,198			m refe		imp
commercial highway sh	onld be compelled	Westchester Wyoming	24,498 8,49 865 3,59		6,757 8,587 1,931			Presidents of Similar	Organizations	Eor
to contribute a share of	the cost. In any	Yates	294 4,09		1,777			in Other Cities Invit	ted to Annual	In
event the constitution a	r Lewis so as to		73 010 427 60	8 449 000	227 645 158 069 12 024			Dinner of Chamber	of Commerce.	SCF

ATRANY (N. Y.) JOURNAL

CANVASS OF

Majority for Barge Canal Plan

in the State Was

245,312.

STATE BOARD IN SESSION.

Unable to Canvass Vote on Court of

Appeals Owing to Delay

in Oneida.

The proposition to bond the state for \$101,000,000 for building a barge canal received a majority in the state of 245,-

312. An official canvass of the vote was

made to-day by the State Board of

Canvassers. The total vote cast in

favor of the proposition was 673,010; the

vote cast against it was 427,698. The

number of blank and scattering votes

reported is 155,069. Eric county, which contains Buffalo, and the district comprising Greater New

York and Westchester county gave a

total vote of 408,749 in favor of the

affirmative vote in the whole state.

These same districts gave a majority of 336,066 for the canal.

The number of votes cast for and against the proposition is 1,100,708, which is 282,359 less than the number of votes cast for all candidates for governor last veat.

cast for all candidates for governor last year.

The state board met in the office of Secretary of State O'Brien, who was made chairman of the meeting. The only member absent was Autorney General Cunneen, who is in Washington on department business. The board did not canvass the vote for judge of the Court of Appeals, as the returns for Oneida county have not yet been fill in the second assembly district of that county there is a contest and the county canvassers have been restrained by the court from canvassing the vote until a judicial determination has been reached in the state board adjourned until 2-o'clock next Tuesday, when the Oneida county returns, it is expected, will be on file.

The official vote on the canal proposi-tion, and also the vote for canal lim-provement in 1894, is given in the fol-lowing table:

OFFICIAL

II

CANAL VOTE.

Total majority in favor of

RATHER SPEND \$50,000,000

ON THE HIGHWAYS THAN 7 \$101,000,000 ON THE CANAL

Strong Resolutions Adopted Unanimously by Oneida County Board of Supervisors. Enlarged Canal Will Only Build Up Greater Competition In Our Home Market. New York State Falling Behind In Importance in Agriculture.

The following resolutions have been adopted unanimously by the Oneida County Board of Supervisors:

"Whereas, The Legislature of 1903 did pass, for the first lime, an amendment to the Constitution of the State of New York, permitting the issue of \$50,000,000 of bonds, these bonds to be issued not in excess of \$5,000,000, in any one year, and to run at not in excess of 3 per cent, interest per annum, and to have a sinking fund of \$1 least 2 per cent, per annum, and

baye a sinking find of si lenst 2 percent, per annum, and

"Whereas, It is contemplated to improve with said \$50,000,000 of bonds, when approved by the people, at lenst one mile in every 10 of the 73.87 miles of highway in the Suits of New York, which improvement would create a system of at lenst 7,500 miles of stome or gravel highway in the state, laid out through the various counties, so as to not only bring about continuous stretches of improved highway from one end of the state to the other, but so hald out as to primarily belos prohaid out as to primarily being pro- unnual appropriation

so lidd out as to primarily being produce from now inaccessible parts of the state to the shipping centers, and "Whereas. The 7,500 miles of highway could be built at a cost of approximately \$7,000 a mile, or the sum of \$55,000,000, which cost would be provided for by the issue of \$50,000,000 or houds, which would be paid as follows: for new York: 35 per cent, or \$50,000,000 by the countles, and 15 per cent, or \$7,500,000 by the countles, and 15 per cent, or \$7,500,000 by the lowns, and "Whereas. If the bond issue of \$50,000,000 were voted by the people, one mile in every 10 of all of the roads in all of the roanties could be completed within a period of 10 years from the beginning of the work without any material increase of taxation on the part of the state, countles and to exceed 3 per cent, as provided by the constitutional amendment in their respective districts.

"Be it further resolved. That we believe that it is more important to maintain the commercial supremacy of the State of New York, to the Hon. Thomas C. Platt, the Hon. Channeey, M. Depow, the Hon. James S. Sherman and to our State Senators and legislators, and spread this resolved at large through the polyle press;"

Presidents of Similar Organizations in Other Cities Invited to Annual Dinner of Chamber of Commerce. Guests Will Be Seated Early.

The date of the annual dinner of the Rochester Chamber of Commerce has been fixed for Thursday evening, January 7th, at Colonial Hall. The hall will be beauti-fully decorated. fully decorated for the occasion, and it is expected that 400 guests will sit down at the tables. An orchestra of twenty-five pieces will furnish the music and the ban-

quet will be served by Teall, The reception will be held in the large re-ception room in the basement, at 6 o'clock, and will end at 6:30 o'clock, enabling the guests to be in their seats at the table at 7 o'clock. It is the intention that the dinner shall close at S:45 o'clock, the speaking to begin at 9 o'clock. At 10:45 o'clock the banquet will come to an end, enabling guests to reach their homes before mid-

The speeches will probably be limited to twenty minutes each. In addition to the speakers named yesterday another speaker, of national reputation, will be present, thus insuring four speakers in case any one should fail to arrive. Should the chamber be so fortunate as to have all five speakers present, the understanding is that the time limit will be fifteen

minutes, all five speaking.

Great interest has already been manifested in the presence of Major-General Daniel E. Sickles, who will be one of speakers. General Siekles has an enviable war record, having sacrifised a ieg at the Battle of Gettysburg. He was offered several important diplomatic posts. From 1869 to 1872 he was minister to Santo books. Spain, having previously been dispatched on a delicate mission to South America. on a delicate mission to South America, the has served in Congress, was a member of the Civil Service Commission for several years, and was sheriff of New York county in 1890. Unless detained by illness, he will certainly be present and speak at the Chamber of Commerce dinner. When called upon by President T, was suffering from slight inflammation of was suffering from slight inflammation of the eyes, but his physician assured him that he would be able to attend the banquet on January 7th.

An invitation has been extended to the presidents of many chambers of commerce

presidents of many chambers of commerce of the larger cities to be present at the dinner as guests of the chamber, and sevdinner as guests of the chamber, and sev-eral have signified their intention to be present. Invitations have also been ex-tended to the presidents are other officers of all of the railways leading into Rochester, to be present as guests of the Cham-

The toastmaster and the chairman of the Dinner Committee will be named early in the coming week. It is expected that the annual banquet will be one of the most table in the history of the Chamber of

DECEMBER 26, 1903. Irondequoit Bay.

Belleving that Irondequoit bay would make a splepar narbor, the Chamber nerce urges its improvement by the Federal government. If the mouth of ne bay were deepened, lake vessels uld enter; the high banks would make loading by gravity easy and cheap, and in time a large commerce could be built up, particularly in coal. It is an attracwould be required. It is well to make the effort, but it is important to under-In early days Irondequoit bay was the

great highway of commerce in this section. The Indians used it, thus avoiding the falls of the Genesee, and made their portage from the head waters of Irondequoit creek to the Genesee above the Rapids; the French and the English used it also, and after the Revolution a thriving town was built at its mouth and for a time it seemed likely that this would become populous and prosperous. Lake vessels navigated the bay and received and discharged important goes. But gradually the month of the bay grew narrow and shallow and then take commerce was diverted to Charlotte. There the government expended its money in improvements and long ago the bay was abandoned by all except the pleasure-seekers. It is one of the most beautiful bodies of water in the world, but it is now utterly useless for commercial purposes.

The question of deepening the mouth of the bay and dredging out a channel sufficient to admit of the catrance of lake-going vessels, has been investigate twice in recent years by the Federal government-in 1888 and in 1894. In the former year Captain Carl F. Palfrey of the United States Engineers made at investigation and in a report dated For ruary 12, 1889, advised against the im-provement of the bay at national expense. But Rochester men were pot satisfied and so in 1894 another by gation was made, this time by Captain Dan C. Kingman, also of the Engineers. Colonel Henry L. Abbott in forwarling the report of this officer said:

For the reasons stated therein and for the further reasons state our commerce between Lake Omario and Lake Eric is handleadpad by the want of water communication under American control, and that we have already four good harbors on Lake Cutario-Oswego, Great Sodus, Little Seens, and Charlotte-1 concur with Captain Kingman and Captain Palfrey in considering Irondequoit bay as unworthy of improvement at the expense of the general government.

In his report, Captain Kingman de-scribed Irondequoit bay as about mid-way between the mouth of the Niagara river and the head of the St. Lawrence -an irregular, rock-bound body of water extending inland about four miles. The width at the mouth was about 6,000 feet, and it was separated from Lake Ontario by a narrow sand bar, the crest of which a few feet above the level of high water this bar was from 200 to 600 feet wife. He found that on the lake side of the bar the depth of water increased very gradually, the distance from the shore to the 18-foot contour being about 1,700 feet. This portion of the bay is 1,700 feet. This portion of the bay is generally overgrown by tail rushes, the growth being intersected by a number of crooked channels and interspersed with patches of oten water. He tound that the distance from deep water in the last to deep water in the last to deep water in the bay was about one mile. This was in 1804. At this time, we imagine, the distance greater: Captain Kingman added:

After passing beyond shallow water the bay for a distance of a mile and a quarter is from a quorier to a half mile wide, and for a mile inid a half further there is a width of three-diarriers of a mile through-out which the water is relif deep that is to say, from thirty to eightly foes. The head of the bay is quite shallow, being generally less than twelve feet in depth. The channel connecting the bay with the lake cuts through the shall bar about on the line of the axis of the bay. At the time I examined it, in November, 1831, the width of waterway was about fifty feel, and its available depth did not exceed thirty inches, this was from the crest of the bay toward the lake. Toward the bay the channel was somewhat wider, and a depth of six feet might perhaps be carried through to the bay. This small channel simply serves to maintain a uniform level between the water in the bay and the water in the lake. I was informed by a man who had lived on the bank of this channel for the past fourteen years that it was secured out every spring to a width of about 160 feet and a depth of from tweive to fifteen feet.

There are two bridges at the mouth of the bay. That nearest the lake was erected by the ratiroad company about 1874 and consists of a single span about 110 feet long resting upon stone abutments. The height of the bridge above the water is not more than five feet. About fifty feet south of this bridge is a wagon bridge, belonging to the towns practically the same length and height Charles Ranlett Plint Who Has and replaced an old trestle bridge of wood, the remains of which still obstruct the channel. It is evident that any improvement of the channel would be valueless unless the bridges were r moved or draw bridges were substituted THE POST EXPRESS: It is obvious, also, that any impro nent by dredging alone would be temporary and of little value, owing to the co inuous action of the wind and waves. "The channel on the lake side," said Captain Kingman, "could only be maintained by first protecting it with jetties of suitable size and construction to resist wave action, and of height and tightness to arrest the motion of the sand." The bottom on the bay side of

There was no question, in the opinion

of Captain Kingman, of the "possibility" of constructing a safe, comp useful harbor, but he said that the need of it was "very hearly nullified by the fact that the harbor of Charlotte is situated only four miles to the westward of it." He said he had endeavored to inform himself as to the probable use that would be made of the harbor at Irondequoit bay, and so communicated with the secretary of the Chamber of Commerce. The late George Moss was the secretary and he submitted various documents, principally letters from prominent citizens. One of the letters was from J. Y. McClintock, showing the great advantages that would result from the improvement of the channel, and stating that Irondequoit bay would afford a most convenient point at which to connect the Erie canal with Lake Ontario. From these documents and his own observations, Captain Kingman concluded that Charlotte is not a safe winter harbor, for the spring freshets bring down great quantities of ice which endanger the safety of vessels; but this does not impair its commercial value during the summer months. Captain Kingman continued:

It is also urged that Irondequoit bay would be nearer to the city of Rochester and more accessible; that Irondequoit bay can be very easily connected with the Erie canal; that its high banks and deep water offer special facilities for the construction of coal trestles, and its nearness to Pennsylvania coal fields would certainly make it an important shipping port; that the city limits of Rochester will shortly be extended to the shores of the bay, and that by opening up this hay to commerce the growth of the city will be greatly augmented.

It is proper to say that the improvement of harbors is dosigned—and has for its object solely—to beneat the commerce of the United States, and not to promote the growth and improvement of cities, though doubtless it usually has this effect also. But if this were made the principal object of the improvement, it would deprive the work of its national character and importance.

The commerce of Charlotte now amounts to an annual arrival of about 1,200 vessels, having a registered tomage of comething over 300,620 tons. It shipped lists year about 230,000 tons of coal, of which a little over one-half went to foreign ports. It cannot be said that the harbor at Irondequoit bay is demanded because the resources of the barbor at Charlotte are overlaxed, but I think that a harbor at Irondequoit bay might, perhaus, be a hetere of the might, perhaus, be a hetere of the principle of the comment.

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 about the same.

The total amount expended at Charlotte from 18% to the present time is about \$500,000. Its average annual cost of maintenance cannot be assumed to be much less than \$5,000 or \$10,000. That at Irondequoit bay would be about the same.

It would hardly seem wise or necessary to maintain both of those harbors, and the question is whether the harbor at Charlotte should be abandoned and the other improved in the manner indicated.

As already stated, I think the harbor at Irondequoit might prove to be the better

In view of the probable construction of barge canal, the opening of Irondomore desirable than ever, and the Chamber of Commerce will be fustified in urging a re-examination of the whole question, but upon the records, as we have shown, the army engineers who have ments, are strongly committed against

CHAMBER'S

Union my advertise 0. P. Austin of the Department of Commerce to be One of the Speakers.

Been of Great Service to His Country Also.

Interesting Sketch of Mr. Flint's Life, Which has Been Filled With Lively Incidents.

Secretary Ives of the Chamber of Conerce this morning announced that O. P. ustin, chief of the bureau of statistics ading by gravity easy and cheap, and it is a large commerce could be built p, particularly in coal. It is an attractive proposition but it is very doubtful it would be necessary to protect the cut is soft and easily moved by the waves, it would be necessary to protect the cut is soft and easily moved by the waves, it would be necessary to protect the cut is soft and easily moved by the waves, it would be necessary to protect the cut is a speaker also. A sketch of Mr. Filint's life, which has been filled with in-

isamin and Sarah (Tobey) Flint. The genitor of the family in this countries Flint, emigrated to America fro Vales in 1642 and settled at Sa lare (now South Danvers), Mass. He acquired his land by purchase in 1554. The homestead has remained in possession of the family since that date.

He was educated in the public schools of his native town, those of Brooklyn, N. Y., and at the school of Warren Johnson, Topsham, Me., and in 1868 was graduated from the Polytechnic Institute of Brooklyn, where he was elected president of his class and of the alumni. He began his business career as a dock clerk, and in 1869 entered the employ of W. R Grace. In 1871 Mr. Flint organized the firm of Gilchrist, Flint & Co., ship-chandlers, and in February, 1872, with W. . Grace, established the firm of V Grace & Co., transacting a general shipmember of the firms of Grace & Co. of Peru. Chill, and San Francisco, and in 1876, on returning from South America to New York, was appointed consul at this city for the republic of Chill. In 1878, during the absence of the charge d'affaires, the archives and correspond-ence of the Chillan legation. danales, the archives and correspondence of the Chilian legation were entrusted to Mr. Filnt. He held this position until the Chilian republic declared war against Peru in April, 1879, when, owing to the relation of his firm to the Peruvian government as financial agents, he cabled his resignation to Chili and placed the affairs of the consulate in harge of a Chilian official who sojourning in New York. Later he was appointed consul of Nicaragua in New York, and represented Nicaragua in negotiations with the parties who are now the concessionaires of the Nicaragua

In 1880 he was identified with electrical development, being elected presi-dent of the United States Electric Light-ing Company. In 1885 he entered the firm of Flint & Company, composed of his father. Benjamin Flint, and his brother, Wallace B. Flint, thereby unit-ing the shipping business established by the senior in 1840, and the lumber, rubber and general commission business which he himself had developed. The most important service, however,

The most important service, however, that he has rendered during his active career was as delegate of the United States to the International American Conference (held in Washington in the winter of '89-90), to which he was appointed by President Harrison owing to his knowledge of the resources and conditions in South American comparison. onditions in South American countries and his intimate acquaintance with the Latin American trade. In that conference he represented the United States on the committee on banking, and as a member of that committee sugested the idea (in order to facilitate inter-American trade) of organizing the Interna-tional American Bank. The conference nously recommended the organization of such a bank, which recomm dation was endorsed by Secretary Blaine and by President Harrison, both in a special message and in his annual message to Congress. He also represented the United States on the commission of ustoms regulations, and as a member of that committee proposed the organ-lzation of the Bureau of American Re-publics for the purpose of assisting to carry out the recommendations of the conference in establishing a uniform litate, by an official distribution the customs regulations and other in-formation, the extensions of inter-American trade. Mr. Flint, by request Secretary Blaine, acted as tial agent in the department of state in negotiating with the Brazilian min-ister the first reciprocity trenty under the Aldrich amendment. To him was entrusted the drafting and presenting of the terms accepted by Brazil as the first treaty concluded, it became the basis of subsequent treaties and gave the United States a vantage ground in later negotiations. Secretary Blaine at this time wrote to Mr. Flint as follows:

"It is important that you return to Washington as soon as possible. Your services in the conference are so valuable that we need you every hour, though I am asking much of you to be here so constantly when your large bus-

liness demands a great deal of your attention. But just now it must be pattentions first and business afterwards."

During the De Gama rebellion in Brazil, Mr. Flint became the agent of President Plexoto in the purchase of versels and munitions of war. and multions of war. He discharged his duries in this crisis with character-istic energy. He purchased Eriesson's Destroyer and the swift yachts Feissen and Javelin. He caused the two latter to the dayein. He raused the two latter to be converted into torpedo bonts. El Cid. the latest built and fastest of the Morgan liners, came into the port of New York October 25th, 1893, with a full cargo. Twenty-three days thereafter, christened anew as the Nicheroy, she steamed out of the harbor of New York transformed into a cruiser and summed with out of the harbor of New York transformed into a cruiser and equipped with a pneomatic dynamite gun, which fired a projectile containing fee pounds of dynamite, twenty-two rapid fire guns, four torpedo launching tubes, and with three fully equipped torpedo boats. The Britannia, an iron steamer, came into the port of New York November 6th, went into the dry dock, was fitted with sixteen rapid fire guns and four torpedo launching tubes and a Sims-Edison dirigible torpedo, was renamed the America, and ing tupes and a Sims-Edison dirigible tor-pedo, was renamed the America, and was ready for a voyage on November 24th. This fleet (whose division and ex-ecutive officers were all graduates of Annapolis) capable of discharding 4500 pounds of dynamics simultaneously, ar-rived in Brazil in time to preven the secession of the northern provinces and thus made ineffectual the plans of those who had plotted to overthrow the repub-

here so constantly when your large bus-

during the war with Spain, Mr. Flint rendered valuable services to the United States government, in the purchase of vessels and munitions of war. Through his agents all over the world he kept in touch with negotiations which had been commenced by the agents of the Span-ish government, and through the inforion thus obtained he blocked in sevmation thus obtained he blocked in several instances the attempt of the Spanlards to purchase foreign war vessels and supplies. It was Mr. Flint who gave the United States government the first information of the saling of the Spanish fleet from Cape Verde, and also, twelve hours later, the direction in which the fleet was steaming. Mr. Flint also adviced by the recoverent of the saling of vised the government of the sailing of collers to the rendezvous with the Span-ish fleet off the coast of Venezuela. He also arranged the purchase from Brazil of the cruiser Nictheroy, which was reof the cruiser Nictheroy, which was rechristened the Buffalo, and afterwards
made record time between New York and
Manila in the con expance of troops and
supplies. Secretary of the Navy Long
in recognition of Mr. Flint's work wrote
him as follows:
"In this connection, also, will you let
me refer to the services which, just before
the recognition of Mr. Flint's work wrote
me refer to the services which, just before

me refer to the services which, just desire the war began and afterwards during its progress, you so kindly gave to the de-partment, without compensation or re-timbursement, in reference to other nego-tiations in connection with its efforts to procure ships and armament abroad. In view of your large experience and extend-ed business facilities the department very highly appreciates your patriotic action and your generous co-operation, and takes this opportunity to formally tender

takes this opportunity to form, to you its hearty thanks."

During the past few years Mr. Flint has a voted himsel; chi fly to the consolication of industrials, and the birth of thirty-nine consolidations, with a capitalization of over \$200.000,000, bear witness to his such cess and industry in this line and has caused him to become widely known as the "Father of Trusts."

the "Father of Trusts."

He has also had some experience in street railroads, having been chairman of the reorganization committee which consolidated the street car lines of Syracuse. New York. He also organized the Manaos Railway Company, which built a trolley line in the City of Manaos, Brazil, one thousand miles up the Ama-zon, and which has since been sold to that government. He has also installed there an electric lighting system, water works, and the Hastings Pavement company, which he controls, has paved their

streets with the asphalt block pavement. Mr. Flint retains his good health by temperate living and by spending one day of each week in the open air with a gun or rod. He has shot in the Rocky Mountains, in Canada, and in South America, and no keener sportsman exists. He is fond of yachting and was the owner of the sloop yacht "Gracie," which was a noted prize winner in her day. He was also one of the syndicate which built the "Vigilant" which successfully defended America's cup against the "Valkyrie." At present he is the owner of the "Arrow," the engines of which were built in contemplation if the needs of our government for torpedo bots during the war with Spain. The "Arrow" is the fastest craft afoat, havday of each week in the open air with a 'Arrow' is the fastest craft affoat, having steamed at the rate of forty-five miles an hour, and is so built that she can be transformed into a torpedo boat

in about a week.

Mr. Flint married E. Kate Simmons of
Troy, New York, in 1883. Mrs. Flint is
an accomplished musician and the proseeds of the sale of some of her musical ceeds of the sale of some of her musical compositions have endowed a bed in St. Luke's Hospital, besides aiding many other deserving charities.

Mr. Flint is a member of the Century and Union Clubs of New York and the St. Stephens Club of London.

HON. C. E. OGDEN TO ACT AS TOASTMASTER

Variety of Entertainment Will be Provided at Annual Dinner of Chamber

16 c . 306, Commerce. An extended session of the committee to arrange for the annual dinner of the Chamber of Commerce, which will be held

Menu-J. Warren Cutler; wine-David

Brickner; cigars—R. A. Badger; decorations—William Bausch; printing—U. F. Garrield; carriages and half—Carroll Bewen; music—F. W. Yates. With these gratefunctions in a paragraphy. Bewen; music—F. W. Yates. With those gentlemen in arranging the banquet, President Dunn and Secretary Ives will act. The committee on decorations has been given curte blanche and he is to be expected that in this respect the banquet will be the finest ever held. It is the intention of those concerned to make it the best in all other respects.

After a long discussion it was decided that no special invitations would be issued this year. Formerly it has been the cus-tom to allow all of good standing to at-tend the banquet on payment of the plate. This year to attend it will be necessary for

Invitations have already been sent out and answers received to one hundred. Oth-ers will be sent out in the next few days,

and it is requested that members receiving the same respond at once.

The committee is fortunate in securing for toastmaster at the dinner the Hon. Charles E. Ogden, assemblyman-elect. Mr. Ogden's ability along literary lines is well known, and a treat is assured for those in attendance. The committee on the dinner consists of the following: George F. Roth, chairman; William Bausch, R. A. Badger, Carroll Bowen, J. Warren Cutler, David Brickner, C. F. Garfield and F. W. Yates.

MEETING OF TRUSTEES.

Matters of Interest to Chamber of Commerce Considered.

The regular monthly meeting of the Board of Trustees of the Chamber of Commerce was held yesterday afternoon. Owing to the bsence of President Dunu, the second vice-

president, George H, Perkins, presided. Communications were read from the Whitney Elevator Companies, of Syracuse and Rochester, in regard to the maintenance of the present canal between Rochester and Syracuse and Syracuse and Utica. This mai-ter was referred to the Committee on Rallonds and Transportation.

A letter was next read from the National

A letter was next read from the National Business League, requesting the Chamber to indoze the Lodge bill. This requires ministers to foreign countries to pass examinations, so that the home government may be assured that they understand the country, the language, customs and ideas of the labalitants of the places to which they are controlled in the places to be a proposed to the places to the places to the places to which they are controlled in the places to the p at. This bill has already been approved

sent. This bill his aircady been approved and indorsed by the clamber.

Owing to the annual dinner and numerous other events coming soon, it was decided to postpone the meeting of the Committee on Corporations from the 4th of January until the 11th. January S. Cowles, secretary of the Post Progress League, is expected to be present at that meeting and will give

Doyle, Rufus Sibley, Charles S. Brown and Daniel B. Murphy. The chamber elected to membership Edward H. Burke, manager Inrnational Mercantile Agency, and Merrit P. Whippic, salesman Smith Premier Type writer Company.

Heraed DECEMBER 31, 1903.

MAKE FINAL PLANS

New Features for Annual Dinner of Chamber of Commerce.

WHITNEY QUARTETTE ENGAGED

Committee on Decorations Announces That Colonial Hall Will Be Decorated as Never Before in Its History MAY KEEP CANAL -Secretary Ives Urges That Acceptances Be Sent in Immediately.

ceptances Be Sent in Immediately.

The committee on arrangements for the annual Chamber of Commerce dinner, to be given Thursday evening of next week, he d another meeting yesterday and practically completed final arrangements. It was stated by William Bausch, chairman of the committee on decorations that the decorations would doubtless be the finest even seen in Colonial Hall. The celling will be hung with rones of smilax and evergreens, givwith ropes of smilax and evergreens, giv-

ing the effect of a canopy over the tables. tables.
The plans for the seating of guests were also discussed. In previous years there have been some complaints that guests were so placed in some instances them. This year the speakers will be at the sides of the hall instead of at the ends, which is expected to remedy this defect. The orchestra will be placed on a stage where the music, while plain-ly audible, will not have a deafening ef-fect upon the hearers.

It is announced that the committee on

It is announced that the committee on musical arrangements has secured the noted Whitney Quartette for the evening. The quartette is munaged by the Lyceum bureau and is about to start on its anual tour. The quartette is one of the finest on the road and its appearance at the banquet will be the initial one of this winter's trip.

Another defect which has in past years

Another defect which has in past years marred the smoothness of the dinner has been the lack of coat and hat room at Colonial Hall. This year it has been ar-ranged to have one hundred extra hooks placed there with extra attendants and erably widened it is likely that there will he no further congestion about the check

the movement.

The question was discussed somewhat largely and shows many aspects other than the one presented. It was contended by some that while the continuation of the canal would doubtless be in a manner beneficial, that it would scarcely be consistent with the policy of the

Chamber of Commerce to take steps which would perhaps incur heavy ex-penses for the city. Those who opposed the taking up of the matter shared the

sentiments of State Engineer Fond, who sald in regard to the continuation of the canal that with the enormous expendi-

ture for the barge canal the keeping of the old one in operation would be an ex-pense too large to be shouldered conven-iently. The matter was eventually re-

ferred to the Committee on Railroads

and Transportation, which will report E. H. Burke, manager of the Interna-

E. H. Burke, manager of the Interna-tional Mercantile Agency, and Merritt P. Whipple, in charge of the local office of the Smith-Premier Typewriter, were re-ceived as new members.

Several committees made their reports, and the plans for the dinner are progressing satisfactorily. The decorations will be the most elaborate ever put up in Colonial Hall. Ropes of evergreen and smilax will be strung all around the hall and will adorn the vaulted archways. The chamber has been fortunate in obtaining William Bausch as chalmon of the Decorating Committee, and J. W. Cutler as head of the Dinner Committee.

An entirely new seating arrangement has been decided upon. Heretofore, complaint has been made by several members that they were unable to hear what the speakers said. The old method was to have the speakers all seated at the end.

have the speakers all seated at the end. but the new plan arranges a place for all on one side and has the seats all radiating from the side, so that all are brought near-er the speakers. The orchestra will be seated on the stage and not in the gal-

lery as heretofore.

A diagram of the hall will be issued in book form, and it is requested that all send in their names as soon as possible. The Music Committee, under F. W. Yates have been successful in securing the Whit-ney Quartette. Better accommodations have also been secured in the method of checking. The chamber has installed 100 new hooks in the main room, and ample allowance has been afforded in the other room, so that there will be no cause for crowding.

PLANS NEARLY COMPLETE

Decorations Will Be the Most Elaborate Ever Put Up In 12/31/03 Colonial Hall.

Plans for the annual dinner of the Rochester Chamber of Commerce are nearly complete. A special meeting of the Committee on Arrangements was held yesterday in the chamber when sevthe Post Progress League, is expected to be present at that meeting and will give in address on the parcel post.

The following were appointed as a committee in connection with proposed changes in the matter of municipal bookkeeping: in the matter of municipal bookkeeping: is Chairman of the Decorating Committee and J. W. Chiler is Chairman of the tee and J. W. Cutler is Chairman of the Dinner Committee. A new plan for the scaling of the diners

has been decided upon. Herelofore the speakers have been seated at one end of the room so that they should be all together, but the result of this arrange-ment was that many complained of being unable to hear what was said. The new F. W. Yates, Chairman of the ausse. Committee, has secured the services of the Waliney Quartette for the evening. Improved arrangements have been made for checking coals, hats, etc., so that there should be no occasion for crowding. A diagram of the hall will be issued in book form and all are requested to send in their names as soon as possi-

that John Brisbane Walker would respond to the tonst, "The Ald Which the Postoffice Department Can Render to

Chamber of Commerce Asked To Take Action.

SYRACUSE BEGINS MOVEMENT

Canal Agent Hookway Asks That Plans for Continuing Erie Be Considered in Rochester-Whitney Elevator Company Takes Initiatory Step-Chamber Defers Action.

The regular meeting of the board of trustees of the Chamber of Commerce yesterday afternoon was presided over by Second Vice President George H. Perkins in the absence of President

A letter from the Whitney Elevator A letter from the Whitney Elevator Company of this city, through its secretary, H. E. Howard, to the trustees, was read and is of much interest, in view of the fact that it concerns the forming of an organization of business men who shall endeavor to secure the passage of some act by which the present frie Canai through this city shall not be entirely abandoned with the installing of the new barge canal, which will be of but little direct benefit to Rochester.

Rochester.

The rian is put on foot by H. E. Hook-way, canni agent, of Syracuse. He states that the citizens of Syracuse have combined to prevent the abandonment of that part of the Eric Canni which will connect their city with the barge canni. connect their city with the barge canal, as they consider that such action would be of material damage to the business interests of the city. Mr. Hookway rep-resents that the business men of Rock-

with the convenience that is necessary to make the event a success. Teal will serve this year, and no orche tra, as yet undecided, will turnish must be referred to the convenience of twenty-divergence of the committee on the present will be printed so that the members may give be printed so that the members may give he will be printed so that the members may give and enliven the occasion. Note that the present will be presented so that the members may give and enliven the occasion. Note that the present will be presented so that the members may give and enliven the occasion. Note that the standard of the control BISHOP THOMAS A. HENDRICK

Great Gathering of Rochester's Representative Citizens at the Lyceum Last Evening.

Beloved Prelate Presented With a Purse by Justice Werner of the Supreme Court.



such an evidence of appreciation and BISHOP T. A. HENRRICK.

fuch an evidence of appreciation and good feeling toward a churchman as that evinced by the presence of several thousand people of all denominations in the Lyceum Theater last evening, is seldom seen in any city. This makes the tribute to Rt. Rev. Thomas A. Hendrick, Bishop of Cebu, P. L. all the more remarkable and satisfactory to the loving friends of the venerable prelate who will soon be on his way to minister to the spiritual wants of the Filiptinos.

BISHOP 1. The following from Governor Odell: The following from Governor Odell: The filiptinos of the presence of them as a surface of the series of the present and the purposes of the reception.

This following from Governor Odell: The filiptinos of the minister form Governor Odell: The filiptinos of the presence of them as a surface of the present and the purposes of the reception.

The following from Governor Odell: The wish you would express to him my simple of the present can be present on the present of the p

minister to the spiritual wants of the Filiphnos.

The tribute was heartfelt and universal. Friendship and love did not recognize creed and in the Lyceum Theater last evening, although every religious denomination was represented, yet there was none who was not a friend and admirer of the greatest Roman Catholic churchman of this section of the country. All welks of life were represented, for Bishop Hendrick, in his friendship, and in fact his kinship with the world, knew no barriers between high and low. His was a universal brotherhood, and he has been repaid with a love such as no other has ever been a most device of the republic and he may be with the world of the republic and he may be well and the state that failure of the such as the country to list the state that the sill not be nearer house. And yet I knew of the republic and he may be well as not five the sill not be nearer house. And yet I knew of the frequency of the first of the list of the such as the reception to he was not a first of the church and the application of the application. The such as the reception to the sense of a first nearly and the such as the reception to the sense of a first nearly and the such as the reception to the sense of a first nearly and the such as the su

restal brotherhood, and he has been very received in Rochester.

The theater was crowded hast night and on the stage were seated the members of the Reception Committee, men prominent in the professional, business and political life of the city. Members of the State Legislature and of the State Legislature and of the State Board of Regents were there to pay a visit to their friend, the Bishop, and to tender their farewell.

Provider's Address

Chairman Brewster's Address

the large number of letters which were received from men of national promi-nence, wishing the Bishon the best of fortune in his new field, and expressing their high personal regard. Mr. Brews-

and gruelty and all that is opposed or utility. We can ill afford to lone vilken. The most slowing and enter that the most slowing and enter the tribute that can be paid to the and influence among us of the treme regret that I have to report that I have to report following is an extract from William to conferred upon him, what we conferred upon him, what we have to be known to us as the conferred upon him, what we have the known to us as

"His Life Has Been a Sermon," Said Rev. Dr. Max Landsberg of Berith Kodish.

Addresses Delivered by Hon. H. C. Brewster, Pres. Rhees and Senator Grady.

Chairman Brewster's Address

There was music by the Lycom
Theater Orchestra, and then Hon.
Henry C. Brewster, who had been selected as chairman of the evening areas
and said:

"We are here to say farewell to one
whom we all love and honor. A churchman, but as well a broad-minded citgen in all the walks of life. He goes to
the uttermost parts of the earth to
teach peace on earth, good will to men.
I know of no one better atted to do li.

"We shall miss him, but how fortunate it is for the future government of
the future prosperity of our own countive and the world—that just such a
man is to go there in just such a represent-vilve way. May he live long in the
sent-vilve way. May he live long in the
great work laid out for him; we shall
always be proud of him as our long
time friend and fellow citizen."

Chairman Brewster then referred to
the large number of letters which were
freelyed from men of national promi-

In the Philippines

The Presentation

Bishop Hendrick's Reply is was greeted by applause which con-inued for several monents. He finally

N

the world it can well short be scale.

From speaking with the great man who at present is at the head of our national government. Theodore Roosevelt, I have come to believe that he typifies the idea American. He is great, he is just and his generous. While my mission to the Philippines is primarily to care for the sulfitual necessities of the Diocese of Cebu, it is necessarily included in that mission that I should treat those people as the President of the United States, is the American people and as you, my erican people and would wish them

yself and for my personal equa-

Judge Rodenbeck's Address.

Hon. A. J. Rodenbeck, the next speaker, said in part as follows:

"When we have placed upon the canva these features, let us add to them the strength of character and determination of purpose which have enabled him to accomplish so much. To his oreadth and strength of character, liberality of spirit and strong will, there must be added an intense loye of humanity. By his depar-

means who gave for the poor like a millionaire. Go ask the failen, the sick, the weak, the defenseloss. They will tell you that they have lost a comforter, a friend, a protector. To them he gave, but only of his worldly possessions, but of this compassion and his solicitude, for Bishop Hendrick loved the horse and the dog as well as birds, trees and flowers, and they too, have lost a friend.

"And to all this ther must be added a modesty which is childlike in its simplicity. There is no effort, no straining after offset, no desire for publicity. What he has done, he has done for the wake of the doing.

"It is no wonder that we love this man and that we have come here to lay our tribute at his feet. In this land of ours we have no kings and no nobles; but there is a noblition has company to the heart greater than temperal power which we have come lies a noblition of the heart greater than temperal power which we have come if a noble of the feet of the continue that is the feet in the same as Bishop Herenck constitute the kings and nobles of our land. He has been endowed with going but it is a gentus for good. The sold that such men do in a community is immeasurable. We have few who are willing to sacrifice themselves for others as he has done.

"It would be strange, indeed, if we did not garden of good deeds and present it to him on his detarture. There are plake and catenations and togetheneous for remembers and forsetments for remembers and operances for levely.

Dr. Max Landsberg was introduced and he acknowledge that it was his good fortune to be numbered among Bishop Hendrick's friends. He said he gloried in that friendship and then he went on to say that the whole life of Bishop Hendrick was a practical sertion. In conclusion, Dr. Landsberg mon. In conclusion, Dr. Landsberg said: "He is sent by the United States as a true messenger of the Lord of hosts. He will accomplish his task. None of his words will be spoken in vain; none of his deeds will reflect anything but honor upon the church, upon the United States, upon human-

President Rush Rhees followed Dr Landsberg and after he had paid his tribute to the life and work of Bishop Hendrick, he concluded: "Now friends, it not a great and good thing that is it not a great and good thing the we see going out to represent us at the call of the church one who is so manifestly a man of God, who will carry the knowledge of truth, of the deeper realities that alone makes a nation great? Is it not a good thing that we are privileged to say God-speed to one who by his presence will make other people feel that God is not far off, but is seeking still after the children men. Bishop Hendrick, let us all, then wish you God-speed upon the mission to which you have been called."

avid Brickner; cigars, R. A. Badge

Elaborate Dinner Assured.

It is assured by the officers of the

and all committees have been given fre

of the programme show up to the best advantage regardless of expense, and a

Chamber of Commerce fund is likely to be the result. In the matter of the hall

arte blanche and was urged to outd

itself in the arranging of decorations. The dinned itself will be served by Teal

the menu to be prepared by a specia

To Limit Number of Guests.

There was a somewhat lengthy discu

on at the meeting yesterday in regar to the issuing of invitations, it being desired to establish some method by which the dinner would become less un-

wieldy. It was contended that at pre-vious dinners the number of guests had been greater than any one banquet com-

nittee should undertake to entertain and

methods for decreasing the number were

It was finally announced that none bu

the members of the Chamber of Com-merce are to be sent invitations and that no banquet tickets will be sold

from the Chamber of Commerce rooms

Thus, if a person not a member of the Chamber desires to attend the banquet

e must prevail upon some of his friend

guest. This method is expected to keep

Many Responses Already.

The invitations to the members have bready been sent out and Secretary Ives

isks that responses be sent to him as

soon as possible. The intervention of one holiday and a Sunday in the week before the banquet takes place shortens the time in which the committees have to

time in which the committees have in work on the preparations so that unless acceptances or declinations are sent at once it will be almost impossible to at-tend to all the work necessary. The usual printed diagram of the hall and tables, with the places assigned to each guest, will be prepared.

cretary Ives also announces that

here will be several pleasing innovations in the manner of conducting the dinner in addition to the list of speakers there will be music furnished by an orchestra

25 pieces and there will all a be singing

of 25 pieces and there will also be singing be quartette. It has also been arranged to have the songs printed for distribution among the guests, so that all who desire may take part in the single thus lending an air of joyiality to

Souvenirs for Guests.

Arrangements have also been made by

blob each guest will receive a hand-

ome and valuable souvenir of the occa-ion. While the nature of the souvenir is not announced it is said to be espe-ially cluborate and will be one that will

cially elaborate and win so one that win be kept by all who receive it. Secretary Ives says that one hundred tickets have already been disposed of within a few days of the sending out of the first invitation. This is a little less

un a third of the number present at

he banquet a year ago. He expects the

ouble within the next two or three days.

The autouncement is also made of the slection of Hon. Charles E. Ogden to act

n the capacity of toastmaster at the tinner. Mr. Ogden, recently elected As-emblyman from this district, and well

master can searcely fall to add to the social glamor of the event and the selec-tion is generally conceded to be a most

known here as a newspaper man, brilliant speaker. His efforts as t

Mr. Ogden To Be Toastmaster.

able scuvenir of the occa-

the number of guests down to a num

combers to take him as their

suggested.

in to go ahead and make each part

ous bill to be footed up out of the

ations the committee was given

hamber of Commerce that the banque this year will far surpass in social grandeur and importance any of the past

ns. William Bausch: printing F. Garfield; carriages and hall, Car bll Bowen; music, F. W. Yates.

Senator Grady's Tribute Hon. Thomas F. Grady, leader of th Democracy in the State Senate, dealt with the temporal side of the matter, and in conclusion he said: "His influence for good will not be lost. No great work vill ever hereafter be undertaken. you will wish he were here to help. You you will wish he were here to help. You will remember his conscientious devotion and honest pride in Rochester and its institutions. God will send you no messenger of peace and comfort who can more loyally strive to do His will than has this good bishop, great citizen, world American, to whom the city and state tonight wish God-speed and may we all the sent when he corres back again. here when he comes back again.

be here when he comes back again."
The last speaker of the evening was
Hon George Raines. He said that not
sentiment but duty called upon him to
speak a word at this time, and then in
the glittering phraseology for which he
is famous, the "Tall Sycamore of the
Genesee" paid his tribute to his friend,
the history the bishop.

The reward he did expect," concluded "The reward he did expect," concluded the speaker, "for which he toiled and labored, that reward, we may all believe, comes to him in a still voice that floats down from the skies and assures him that the same care that has been over him all the years of his life will still guard and protect him in the distant land, and the crown of glory which will come to him will be brighter for the sacrifice he makes that he may carry the ffice he makes that he may carry the

symbol of his religion to the far distant land beyond the sea."

A flashlight picture of the audience was and this will be taken by Bishon Hen-drick as a souvenir of the occasion. Bishop Hendrick will leave for the Philippines some time between Jan. 1 and 10.

DECEMBER 30, 1903. FINAL DETAILS FOR THE BIG DINNER

Plans Completed for the Chamber of Commerce Annual Banquet.

GUESTS LIMITED

Invitations Are To Be Sent This Year to Members of the Chamber Only.

ASSEMBLYMAN-ELECT OGDEN WILL ACT AS TOASTMASTER

At an extended meeting of the comlittee having in charge the arrangenents for the annual Chamber of Comnerce dinner to be held in Colonial Hali on January 7, the final arrangements were carefully gone over and the appointments of the special committees made. The members of the committee in charge of the dinner are George F. Roth, chairman, Winiam Bausch, R. A. Badger, Carroll Bowen, J. Warren Cutier, David Brickner, C. F. Garfield and

F. W. Yates. The principal work of the meeting was the appointment of the committees in charge of special features of the dinner and the following announcements chairmanships was made at the close the session: J. Warren Cutler was made



tion.
The decorations of the banquet ball wi e very claborate. The color sealed ands of J. Warren Cutler. The speakers' tables will be along the north side of the ball, and the other tables will extend across the color tables will extend across the color tables. every guest an opportunity to hear to

As already announced, the speakers wi Hon, William E. Meriam, ex-speaker of it House of Representatives and twice govern of Minnesota; John Brisbane Walker, Charle R. Flint and Hon. O. P. Austin. Hon of Ogden will be toasimaster. Corporal Tan ner has been invited to be present and ma-

possibly be among the speakers.

A novel feature of the dinner will be the souvenirs for the guests, each one present receiving one. The sonvenir consists of a coin silver disc, about the size of a silver dollar. On one side will be the seal of the Chamber of Commerce, and on the other the legend: "Souvenir of the Sixteenth Din

The music will be under the direction of Max Moll, and a large orchestra will be seated on the stage instead of in the galler. The stage will be filled with potted plant and the tables will be furnished profuse The Dinner Committee consists of Georg

Roth, chairman; R. A. Badger, Daver strick-ner, William Bausch, Carroll Bowen, J. Warren Cutler, C. F. Garfield, F. W. Yates Owing to the elaborate preparations which must be made for serving a dinner of the kiad to be provided next Thursday, it is desirable for the Dinner Committee to know approximately the number of guests, and it hoped by them that members who intend to be present will report their names and the names of their guests as soon as possible.

DINNER PROGRAMME.

Additional Features of Chamber of Commerce Dinner Thursday

Night Amounced,

7 terned, Hung, Vi/90 V

The sixteenth kennal dinner of the Rochester Chamber of Commerce, to be given in Colonial Hall on Thursday evening, promises to be the most suc-cessful event of its kind in the history of that body. Preparations are about completed and several prominent speakers have been secured. A large number of tickets have been sold and Secretary Ives has but a few left.

The decorations at the hall will be elaborate and will surpass anything heretofore attempted. J. Warren Cutler is acting as chalrman of the committee. on decorations. A change has been made in the seating arrangements at the hall. The tables have been so placed that every person attending he banquet will be enabled to see and hear the speakers

ut all times. Valuable souvenirs will be given to each attendant. The committee has pre-pared a novelty in the shape of a silver badge, on one side of which wil appear the seal of the Chamber of Commerc the reverse side will be an inscription of the sixteenth annual banquet. Secretary Ives yesterday received o

elegram stating that Corporal Tanner o Washington, one of the most eminent G. A. R. men in the country, will be pres-ent and probably speak. The toast list has been completed. Hon. Charles E

has been completed. Hon, Charles B. Ogden will officiate as toastmeater and the programme will be as follows:

Grace, Rev., Henry H. Stebbins; introductory remarks, Thomas B. Dunn, president Rochester Chamber of Commerce; "The Han of the Century," Hon, William R. Merriam, of New York City; "The Aid Which the Post Office Department Case Beades to Commerce;" Hon, John Can Render to Commerce," Hon, John Brisbane Walker: "The United States a Commercial World Power." Charles R. Flint; "The Development of Our Com-merce," Hon, O. P. Austin.

merce," Hon, O. P. Austin.

The Whitney Brothers Quartette will sing during the evening.

The reception committee is as follows:
L. P. Ross, chairman; T. B. Dunn, Hon, George W. Aldridge, Charles E. Angle, Edward Bausch, Charles H. Babcock, Rev. Murray Bartiett, William C. Barry, E. Frank Brewster, Hon, Henry C. Brewster, Max Brickner, John Bradley, Charles J. Brown, Hon, James G. Cut-Charles J. Brown, Hon. James G. Cut ler, Benjamin E. Chase, E. S. Chitage, E. T. Curtis, Michael Doyle, Gustave Erbe, Charles M. Everest, Joseph Farley, C. P. Ford, James L. Graham, H. B. Hathaway, W. A. Hubbard, Jr., John M. Ives, Harold C. Kimball, A. B. Lambert, Harold C. Kimball, A. B. Lambert, Carres M. Perkins, Yes, Harold Chimphy, George H, Perkins, ton, D. E. Murphy, George H, Perkins, Hon, A. J. Rodenbeck, John N, Rauber, Clinton Rogers, Rush Rheus, LaLaD., R. A. Sibiey, M. B. Shantz, R. B. Sharburne, F. A. Stecher, Frank Taylor, A. Vogt, Perkins,

John C. Woodbury.

The following ushers have been named:
William C. Likly, William C. Barry, Jr.
F. H. Beach, Jr., E. W. Burton, Walter
Howard, H. C. Howlett, Jesse W. LindBay, Fred Morse, Henry M. Stern,
Charles Wolcott, W. H. Wray.

brance, and woodbine for brothesty love two was present them to Bishop Hendrick, not be formal order, but in a wild shear. The formal order, but in a wild shear. The formal order that climes their indication may fade, but the fragrant sentition may fade, but the fragran

TOAST LIST OF CHAMBER

OF COMMERCE DINNER. OGDEN FOR TOASTMASTER

Assemblyman Will Preside at the After Dinner Festivities - Reception Committee and Ushers Appointed-Lewis P. Ross, Chairman

The toast list for the annual dinner of the Romester Chamber of Commerce has been completed. Upon it this year are names of as prominent men as have ever graced a the seminers are looking forward to one of the

It was nanovored in the columns of the but Hon. Charles E. Oguen would officiate if the after-dianer part of the entertainment of loustmaster. With the assemblyman-elect following will provide a flow of wit, hunor and fact that has as yet never been wird in Colonia! Hall: Hon, William R. Moleium, John Bristane Walker, Charles E. Plint, Hon. O. P. Austin, and probably

A telegram was received yesterday by Mr. os, the secretary of the chamber, to the offeet that Mr. Tanner would attend. It was shared by Mr. Ives that Mr. Tanner

i probably speak, a, William R. Merriam has been speaker the liouse of Representatives; twice gov meas. His subject will be 'The Man of the nouse." John Brisbane Walker will be est recognized by those not intimately accomined with him when it is stated that he proprietor and editor of the Cosmopolitan Pressure. He has owned and managed that remotical since 1880. He has had a wide sperience in China, where he assisted in reeganizing the impecial army; in Denver, chere he did much toward building up the se years he was editor of the Chronicle The Aid the Postoffice Department Can ree" will be the subject o which Mr. Walker will speak.

"The United States a Commercial World Power" will be responded to by Charles R "llut. Mr. Flint is known as the "Father of Trusts," having consolidated thirty-nine industrials with a capitalization of over \$300,000,000. For the past quarter of a cen-tury Mr. Flint has had extensive importing houses in every large city of South America During the Sounish-American war he was of great service to his country and was warmly thanked in an autograph letter by Secretary of the Navy Long.

Hon. Oscar Phelps Austin will respond to the toast "The Development of Our Com-merce," Mr. Austin is chief of the Bureau of Statistics of the national government, and comes warmly recommended by Secretary Cortelyon. James Tanner is probably on of the best known G. A. R. men in this see ion of the country, and is an entertaining peaker. Introductory remarks will be made y President Dunn after Rev. H. H. Stebas, D. D., pastor of the Central Presbyte righ Church, has asked grace. The Whitney Brothers' Quartette will sing. Tickets are selling rapidly and a good, though not over-

The reception committee appointed yester ay consists of the following representative ien of Rochester: T. B. Dunn, Hon. George W. Aldridge, Charles & Angle, Edward Bausch, Charles H. Babcock, Rev. Murray Bartlett, William C. Barry, Hon. Henry C. browster, E. Frank Browster, Max Brickne John Bradley, Charles J. Brown, Hon. James G. Cutler, Benjamin E. Chase, E. N. Curtice, E. T. Curtls, Michael Doyle, Gustave Erbe, Charles M. Everest, Joseph Farley, C. P. Ford, James L. Graham, H. B. Hathaway, W. A. Hubbard, Jr., John M. Ives, Harold C. Kimball, A. B. Lamberton, D. B. Murphy, George H. Perkins, Hon. A. J. Rodenbeck, John N. Rauber, Clinton Rogers, Rush P. A. Stecher, Frank Taylor, A. Vogt, John Woodbury. L. P. Ross has been appointed

The ushers will be: William C. Likly m: William C. Barry, Jr., F H Beach, Jr., E. W. Burton, Walter Howard, H. C. Howlett, Jesse W. Lindsay, Fred Morse, Henry M. Stern, Charles Wolcott, W.

SOUVENIR OF SILVER

To Be Presented to Every Guest at Chamber of Commerce Dinner. fect Jany 1904 All Plans for Thursday Night's Event in Colonial Hall Complete-Recen-

Ross as Chairman-Speakers. Following is the complete programme for the annual dinner of the Rochester Chamber of Commerce in Colonial hair on Thursday night:

tion Committee Named with L. P.

Grace, Dr. Henry H. Stebbins; intronctory remarks, President Thomas R. non, of the chamber; "The Man of the ntury," an address by Hon, William Merriam; "The Aid Which the Postflice Department Can Render to Comree," Hon. John Brisben Walker; The United States, a Commo yela Vorld Power," Charles H. Fling

sioner of pensions and prominent in the

G. A. R. The night before the banquet

Corporal Tanner is to be here as the guest of the Sons of Veterans and he has consented to stay over and make an address at the banquet.

address at the banquet.

Between the specches selections will be sums by the Whitney quartette. During the dinner Moll's orchestra will play the following programme: March, Lampe; overture, "Henyad L'Azlo," Erkel; intermezzo, "Under the Palm Trees," Werz; selection, "Babes in Toyland," Herbert; "Dance of the Skelcton," Allen; waitz, "Tales from the Vienna Woods," Straue; medley of popular airs, Chattaway; Arabian Intermezzo, "Wanda," Lee; selection from "Yankee Consul," Robyn; march, "Uncle Sammy," Holzman.

Assemblyman-elect Charles E. Ogden is to be toastmaster. The speakers will be seated at the side instead of the ends of

the table so that all the guests many see

has arranged for elaborate decoration of the hall. Each guest will receive a bombl-ful souvent. It will be of pure silver of about the shape and size of a silver adjust.

On one side will appear the seal of the Rochester Chamber of Commerce. On the other side will be this inscription in Priced letters: "Souvenir, Sixteenth Annual Dis-

The speakers are all men of prominence in statecraft or commerce. Mr. Merriman was twice governor of Minnesota and di-

rector of the last Federal censur, Jun Bristian Walker is editor and propriet

of the "Cosmopolitan" magazine, Mr. Events a great captain of industry, and is

known as "the father of trusts;" Hon, the car Pholps Austin is head of the bureau of

and labor, coming as the representative of Secretary George B. Coriolyan. The reception committee, appointed yes-terlay, is as follows: T. B. Dunn, George W. Aldridge, Charles E. Angle, Edward Laberta Charles H. Bableock, Rev. Murray Vateett, William C. Barry, Henry C. Browster, E. Frank Brewster, Max Brisk-ter, Lord Deviller, Control of the Proceedings

ner, John Bradiey, Charles J. Brown, James G. Cutler, Benjamin E. Chase, E. N. Curtlee, E. T. Curtlee, Michael Doyle, Gustave Erbe, Charles M. Everest, Joseph

Farley, C. P. Ford, James L. Graham, H. B. Hathaway, W. A. Hubbard, ir., John M. Ives, Harold C. Kimball, A. B. Lam-

berton, D. B. Murphy, George H. Perklis, A. J. Rodenbeck, John N. Rauber, Clinton Rogers, Rush Rhees, LL. D., R. A. Sib-ley, M. B. Shantz, P. A. Stecher, Frank Taylor, A. Vogt, John C. Woodbury, L.

P. Ross has been appointed chairman. The ushers will be William C. Likly chairman: William C. Barry, jr., F. H

Beach, jr., E. W. Burton, Walter Howard

Sichester's New Reservoir to

Hold 100,000,000 Gallons.

PREPARATIONS TO BE EXPENSIVE xcavation 800x100 Feet to Be Filled

Reservoir Will Be Twenty-five Feet in

The award of \$97,500 for Cobbs hill has

been confirmed by the Comon Council

and it is expected that Corporation Coun-

sel Webb will soon apply to the Seprem

court for its final approval. Objection

may be made by the attornoys for the

property owners, but in the expectation that the award will stand, the city engineer has directed that new plans be

drawn for the reservoir desired as supplementary to Highland reservoir.
Ten years ago plans for the Cobbs hill reservoir were drawn and massurements were made. An examination of the bill.

recently, showed, as was expected, that the top of the bank had been worn away by excavations for gravel. New nesigns have been made by John F. Skinner, of

vident from the fact that in addition to

the cost of the land and the great cost of construction, a heavy ex-pense will be entailed by the rocessity

onse will be entailed by the pocessity or filling in an execuation 800 feet in

ength and 100 feet in dopth at the deep-st part, in order to use the hill to the

cat advantage. It is proposed to construct a reservoir

Depth---Total Cost \$650,000.

COBBS HILL

PLANS FOR

and labor, coming as the represe

Sammy," (lolzman.

and hear.

The last speaker probably will be Corporal James Tanner, a former commis-

> ourd was added to the commit This committee presented its he Common Council on June buggesting that Cobbs hill be no a price not exceeding \$100 per act Hemlock lake would in a few not much over 53,000,000 gallons (c) da and that Highland, then Mt. How ref delivery in the new conduit must be tales to the account. The question arises as to the probable length of time that either or both the conduits will be

brown out of service. ion has been limited to those portion to the danger of interruption in the sup-ply from Ryeh reservoir caused by the fact that under certain conditions the pressure in the conduits at the low area age night result from a wreck on the Lehigh or West Shore railroads under both of which the Hendock conduits ex-tend practically unprotected; and the stop-valves, air-valves and blow-offs in both lines of pipe may become impaired and the repair of which may require considerable time.

Little More Than a Day's Supply.

At least 48 hour will elapse before a broken pipe or valve can be replaced and in some cases three days' time has been required. By a leak, the available storage at Highland reservoir may be re-duced to 18,000,000 gallons. The average consumption of water from Hombook lake in 1897, when Mr. Kuichling (ilscussed this question, was 10,250,000 gallons per day. The consumption per day now is 14,000,000 gallons. With a supply of but 18,000,000 gallons at Highland reservoir, it will be seen that in a break shutting off the supply from Rush reservoir, the city would be with-out water on the second of the three days during which the repairs could be made.

It is for this reason that an additional

distributing reservoir is needed and it is hoped by the city officials that the Cobbs hill reservoir may be ready for use before it is urgently needed.

An estimate of the cost of constructing the reservoir is \$500,000 making the total

E. M. HIGGINS CO. 18 Main S'reet West

Please furnish the tollowing order: Mumm's Extra Dry Perier Jonet Pint. Pint. Cruse & Fils St. Julien Pint, Pontet Canet. Grand Vin Chateau la Rose, Deinhard & Co., Liebfraumilch Berneasteler Doctor. Apollinaris

SIXTEENTH ANNUAL

Dinner Committee Korhester Chamber of Commerce

tickets for the Sixteenth Annual Banquet of the Chamber, to be held at Colonial Hall on the evening of Thursday, January 7th, 1904.

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 \$ Rochester Chamber of Commerce. Rochester, N. Y.

SINTERSTITE SENT AL DENNER OF THE RUGILLASTER FUATURE DE COMMERCE



twenty feet in depth, holding 63,000,000

Need of the Reservoir. The need of an additional distributing

			OHE RESIDENCE AND ADDRESS.	
35.54	PER STREET	0.00000	STREET, Day	
			MARKET TO TOTAL TOTAL	

Central Library of Rochester and Monroe County

Historic Scrapbooks Collection THE SIXTEENTH

ROCHESTER CHAM-BER OF COMMERCE

DEAR SIR:

On the 26th of December we mailed you an invitation to the Sixteenth Annual Dinner of the Chamber to be given in Colonial Hall, Thursday Evening, January 7th, 1904. Up to this time we have not heard from you. Will you not at once kindly inform the Dinner Committee whether you will be able to attend?

Owing to New Year's Day and Sunday intervening, very little time is left to prepare the diagram of the hall (showing the guests who will be present) and to give the order for a definite number that the caterer may not be handicapped and the guests not disappointed. This is most important. The dinner will be one of the best in the history of the organization. Everything will be first-class and we want you present.

Please fill out the card sent you by a previous post, inviting any friend or friends, and mail it

Yours sincerely,

THE DINNER COMMITTEE.

You are respectfully inbited to be the guest of the Rochester Chamber of Commerce on the occasion of its Sixteenth Annual Dinner, to be giben in Colonial Gall. Rothester, N. y., on the ebening of Thursday, January Seben, Nineteen Gundred Four. You will not be expected to respond to a toast.

The Sprakers will be Gon. William &. Merriam, John Brisben Malker, Charles B. Flint, Gon, (). 41.

Kindly adhise at your earliest conbenience if you can

John M. Ibes,

Thomas B. Dunn.

ROCHESTER CHAMBER OF COMMERCE.

The regular monthly meeting of the Corporation will take place

Monday, January 11, 1904, at 8 P. M.,

on which occasion James L. Cowles, of New York, Secretary of the Postal Progress League, will deliver an address on the important subject of Parcels Post. All those who heard John Brisben Walker last Thursday night will desire to hear Mr. Cowles.

Come and bring a friend with you. Luncheon by Teall.

IOHN M. IVES, Secretary.

Rochester, N. Y., January 8, 1904.

Annual Function of Rochester Chamber of Commerce Maintained Its High Standard of Excellence.

HELD AMID AUSPICIOUS ENVIRONMENTS

Ex-Governor W. R. Merriam Spoke on "Man of the Century," John Brisben Walker on Parcel Post Plan, Oscar Pirelos Austin on "Development of Our Commerce," Charles R. Flint on "United States a Commercial World Power"--Hon, Chas. E. Ogden as Toastmaster.

Amid surroundings that conduced to Anid surroundings that conduced to enjoyment of all the senses; inspired by the entrancing strains of the orchestra, following an elaborate menu; anugly on-sconced in one of the hundsoniest ussembly hulls in the city; with a list of speakers that insured a flow of reason and a feast of gont such as is seidom measured in Horbester; the sixteenth anpromised in Rochester; the sixteenth an-nual dinner of the Rochester Chamber of Commerce at Colonial Hall last even-ing manual in all particulars the high

standard of the past.

The annual dinner of the Chamber of Commerce has become one of the red letter events in the municipal calendar. than a gathering of representative business men; more than a good dinner and a good teast list; more than a combination of material and intellectual things; it is par excellence the one event of the year, in the way of dinner giving. Other dinners, quite as cluborate in their menu-and possible quite as strong in their list of speakers may be given on other occasions. But the Chamber of Commerce dinner has become what might be termed a classic event.

The makeup of the Chamber of Com-The makeup of the Chamber of Com-merce is representative of the commer-cial interests of the city. Wholesale and retail merchants; business men of all degrees and kinds; professional men of the highest standing; all unite on the common plane to advance the interests of the city and to push Rochester to the fore front among the cities of the com-try. At the amund dinner all these varitry. At the minual dinner all these various and diversified elements get to-

Last night was in some senses the most successful banquet ever given by the Chamber of Commerce. The toast list was not as long as it has been in some years, but the speakers were the highest order, all leaders of thought in their respective lines; all had ideas to advance that were well worth istening to. Not in the sixteen years of din ner giving has a stronger list of more entertaining and more cloquent speakers been brought together for the profit and

entertainment of Rochester citizens.
The attendance last night was purposely limited to members of the Chamber of Commerce and their invited guests. The invitation list was not open, as in previous years, and the only outside guesis who were present came as the

specially invited guest of some member of the chamber. Not quite 300 citizens met at Colonial Hall at 6 o'clock last evening, shaking hands and exchanging greetings, one with another and receiving introductions to the distinguished speakers of the evening. The reception continued for an hour before the guests marched up stairs to the banqueting hall, where the long tables were spread.

Committees in Charge.

The dinner committee having genera The differ committee flaving general charge of the arrangements consisted of George F. Bath, chairman; William Jiausch, Carroll E. Bowen, R. A. Badger, David Brickner, J. Warren Cutler, C. F. Garfield and F. W. Yates, The recep-

onbly hall. The speakers' table, which was raised, extended the entire north end of the hall. The other tubles ran ling-onally with the speakers' table, an ar-rangement that enabled all present to

rangement that enabled all present to hear and see the speakers easily. The half itself was decorated on the side walls with bunting, arranged in artistic designs, festioned and banging pandant. All the tables contained handsome bouquets of cut flowers. The plans for sesting were admirable, and there was no confusion in finding planes; such

were William C. Likly, chatman, F. H. Bench, h., E. W. Burton, H. C. Howlett, Jesse W. Lindsay, Fred Morse, Henry M. Stern and Charles Wolcott.

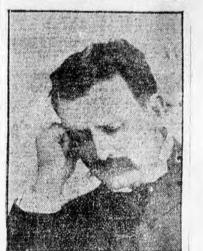
Guests at the Banquet. This was the arrangement of the guests at the various tables:

able B.-H. L. Largetore, L. G. Loomb C. Woodworth, Henry S. Hunford, I



The Menu.

Shortly after 7 o'clock when the guests while grace was said by Rev. Dr. H. H. Stebbins. Then followed for two hours a most careful and persistent discussion



John Brisben Walker.

of the elaborate menu that had been provided. This was the menu served; Blue Points
Hearts of Ceiery
Green Turtle Seign
Chicken Hailbut, Hollandaise
Feiten Hailbut, Hollandaise
Feite de Bert, Mushronus
Point Cronicities
Pass
Maraschine Punch
Pulladelphia Saiab
an Salad
Oliv

Ressian Salad Off Bisque Torteni Coffee Requefort and Cream Cheese Crackers

A feature of the evening was the mu-sic furnished by Maurice Moll's Orches-tra, which played for selections. Printed copies of the mational airs were distril uted among the guests, and between the courses of the dinner and the speeches a pleasing diversion was furnished by the singing, led by a quartetle, in which all the guests joined, standing in their

No wine was served on the menu, but cands were at the plate of each guest, so that all who wished to do so might order wine. Shortly after 2 o'clock the last course was served and the chairs were drawn up so thus all fronted as close to the speakers table as possible. The cigars were then lighted and everyone sat down by the unjoyment of the intellectual realists of the foast,

Toastmaster Ogden Takes Charge,

President T. B. Dunn, on behalf of co Chamber of Cummerce, called the as-semblage to order and in a few well chosen remarks introduced the reastings, ter of the resulting, Ito). Charles E. Ogden, Member of Assembly from the Second District. Mr. Orden is one of the

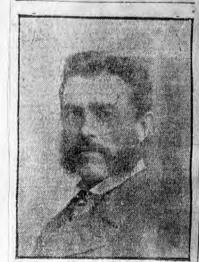


Thomas B. Dunn.

President of Chamber of Commerce mst elequent and entertaining speaker among the younger men of the sity III-remarks were well thred and most ap-posite. He did not atten sto nears the Dig, a breach of etiquette of which som

There was once a tramp in Illinois to grace before nearl. All eight, marain, answered the tramp, 'you can say what you please, but me and Chauncey becautal best after eather.' And with apole-give to our brilliant and versatile Senator, there is a good deal of philosophy in the tramp's observation. No man can be at his best on an empty stomach. We will have nothing this night of Op lean. our hearts, and our minds to men of ramade, and are making, the nation as a world power.

duty; the other love. Gathered her merce stands for duty because in the



Charles Ranlett Flint.

ery nature of its organization its reason for existence is to advance the in-terests, of all the people of Rochester. If it be not interwoven with commercial adthe not interwoven with commercial ad-vancement; if it does not catch the spirit of twentleth century progress, its mixton is a flat failure. And none will say, in plain view of our churches, our public schools, our charitable institutions, our

schools, our charitable institutions correspond porulation, made up of happy and intring neople, that Rochester is not in the full swing or prosperity.

'It may be said with truth that success is represented here to-night. Mon at sliting about these tables who are accustomed, through the intelligence and mobility of their labors, to direct large enterprises, who have set in motion industries which add vasily to the common said or all. Accumulated wealth, consequence and powerful forces, are factors in this organization but their sim is to reach out for improvement to the widest legitimate needs of the locality. It has been said that every mile of railroad trank by a new country brings into use a mandred thousand acres which was a wilderness before. It builds homes and offers occupation and a comfortable living to thousands of families. So the welling to thousands of families, So the welldirected efforts of intelligent men may prove a veritable life spring to the com-ference of a dty. Need I add that there is no place here for the soudd accumulation of a selfish, soul-destroying surplus. For every man, whose genius has enabled him to take advantage of conditions faverable to hin, and accumulate vast treasure, and falls to dedicate a portion of his surplus to those who are less for-tunately idented, who miserly hordes

Rochester All the Time.

"The city of Rochester, this is our love. All the world loves a lover, and every man here to-night is a lover when the city of Ruchester is mentioned, If there he one who is going to be refra there he one who is going to be refrac-tory upon that proposition we will call in the chief of police and have him in-corporated in the blackest dangeon of the ional baselle. A few years ago a news-puper friend of mine accessed me on the street and told me enthusiastically of a trip he had been making into the great West. By the quick and certain chan-nels to large wealth which are known in every powerpure worker he had acto every newspaper worker he had ac-cumulated much gold and a few rath-road posses. He therefore accepted Horare Greeley's advice and went West And, he said in concluding a graphic description of his travels; I might have much some money out there, but I could M. May away from Rochester, I love Rochesterian we admire. It is the of the homeland which burns along doep. Somethies we are called vincial. Our vote this last fall on talb areas welcoway improvement the common wealth has been critical both onds of the state as narrow are will make apparent the wade

"Fo the guesse of the evening, w have come here to give us a gingue their wider experience in the world's a fairs I extend, in behalf of the Chamb fraternal spirit which makes the world kin then the interchange of with themse of different localities of broad country. We are sure you prompted you to la affairs for the time

OSCAR PHELPS AUSTIN.

Representative of Cabinet Department Spoke on Development of Commerce.

er Ogden then introduced



erce at Washington, who spoke o

"And now, that we have taken a hun ried glance at the commercial and man-cial conditions at home and the growth which has characterized the period un-der consideration—the life time of a sin-gle generation—let us see how we have fared as compared with other nations. I have already shown you that we have trebled our internal commerce while the international commerce of the world was bling, and that our foreign come sled while that of the worl tions as a producer and consumer exporter of the surplus products, and how our progress compares with that of the great nations which are considered, and justly so, prosperous and progres-

The three great nations of the world with which it is necessary to compare our rate of progress are England, France and Germany. These three countr died with the United States, supply unnecessary to consider the other countries, in an attempt to determine what our commercial growth has been as com-pared with the other great nations of the

Taking still the year 1870 as a starting available data, it may be said that the



Secretary of Chamber of Commi

exports of France have here and those of the Unite 000,000; the increase of the United State being equal to that of Germany and the United Kingdom combined and nearly equal to all of the three countries under

ishieration. Comparing the growth by percentage of increase, it may be said that the United Kingdom shows a gain of 45 per-cent, France 50 per cent, Germany 110 per cent, and the United States 260 per-cent. In 1870 the United States stood at the bottom of the list, her exports being tess than those of any of the three na-tions named: In 1903 she stands at the head of the list, her exports being great-er than those of any other of the coun-tries under consideration. These figures, it is proper to say, relate to exports of domestic merchandise only, and do no include the re-exportation of foreign or colonial merchandise, which forms a considerable share of the total exports of European countries in question, es-ally the United Kingdom.

Prospects of Further Growth. "And now a few words about the pros

poets of a continuance of this marvelous growth, a growth in which we have out-stripped all other nations. The question which we are all anxiously asking is, will it continue? To this I think we

nternational commerce, and we produce

distributed to the markets of the world.

important single raw material, and we produce three-fourths of the cotton of the world, and turn one-third of it into

cloth in our own mills. For heat, the world's chief reliance is coal; and our coal area equals that of all Europe, and

our production now exceeds that of any other country. For light, the world's chief reliance is now petroleum, and we

produce more of that article for use in

lighting than any other nation, and have sold more than \$500,000,000 worth of it to

foreign world during the past dec

"Manufactures is the last on the list

of man's great requirements which I have mentioned, but in this, as in all others, the United States is the world's

largest producer. In 1860, according to an estimate made by that distinguished statistician, Mr. Mulhall, the rank of the

world's leading manufacturing nations was: United Kingdom, France, Germany,

United States; the United States thus being at the bottom of the list. In 1896

the same statistician made another esti-mate, and the list stood as follows: the

United States, the United Kingdom, Germany, France, with the United States at the head of the list as the world's greatest produce of property and the control of the list as the world's greatest produce of property and the control of the list as the world's produce of the control of the list as the world's produce of the control of the list as the world's produce of the control of the list as the world's produce of the list as the world's produce of the list as the world's produce of the list as the world's produce of the list as the list a

reatest producer of manufacturers.
"And the progress made in the United

States since that date is such as to fully

warrant the assertion that not only is this country the greatest manufacturer of the world, but that our manufactures now nearly or quite equal the value of those of the United Kingdom, France

"So we may assume, it seems to me, that our power to supply our enormous

and is not likely to diminish, at leas in the near future. The fields are still fertile, the mines still furnish their sup-

plies to meet the requirements of the factories, the railroads continue to ex-pand, and the manufacturing industries

their power of production.

are steadily increasing their output and

Relation to Foreign Markets.

we are concerned are, then: (1.) Are the producing countries likely to drive us

tries which are now taking our products of the farm or factory likely to exclude

them by adverse legislation or hostile

"To both of these questions I am in-

clined to return a negative reply. On the first question, that of the rivalry of

fact that we produce three-fourths of the world's cotton and corn, which makes

improbable that rivals are likely

trouble us in either of these directions.

trouble us in either of these artections unless a willful limitation of production, or excessive prices through speculation forces other countries into development of new industries of this character. As

to meats, there have been for the past

twenty years continuous reports that our

neats and cattle were being shut out of

this country or that, but our exportations of meats and live animals for food, instead of decreasing in that time, have

practically doubled in value. In ufactures, we have heard a good deal about the exclusion of our products, but our exportation of manufactures in 1903 was nearly three times as manufactures in

was nearly three times as great in val as in 1893, and six times as great as in

"The only article about which we need

seriously inquire as to rivalry of production, is wheat, and a recent investigation which I have made assures me

on that ground. I find that the United

States produced only 13 per cent of the world's wheat crop in 1870, and 22 per cent of the world's wheat crop in 1902.

I also find in this investigation that while we supplied 28 per cent of the wheat entering the world's international

the production of wheat in the Increase in the production of wheat in the United States during the decade ending with 1901 was actually greater than the increase shown by Russla, India, Argentina

tina, Australia and Canada combined during that same period.

garding the prospective reduction of our foreign markets is as to the possi-

bility or probability that, our products may be excluded by adverse legislation

and our total exports thus reduced. And I cannot believe that this is at all probable. I have already called your attention to the fact that despite all the talk

which we have heard for twenty years about the exclusion of our meats and live animals from various European countries the value of our exports of

this class has practically doubled in the

past twenty years.

past twenty years.

"But there are other reasons for believing that Europe will not exclude or desire to exclude our products. I have already said that we produce three-fourths of the corn and cotton of the world, and it is also true that we supply more than one-half of the wheat imported by European countries. The rejection of our cotton, corn and wheat

rejection of our cotton, corn and wheat by these European countries would be to reduce their own supply of these nec-

remaining question, then, re-

in 1902. I also find that the increase

other nations, I call your attention to

out of the field? And (2.) Are the

"The principal questions with which

ie market is now as great as ever

warrant the assertion that not only

and are steadily increasing the qua

may give an affirmative answer.

"Man's wants, while they appear complicated and numerous, may be classified and arranged into a few simple groups, namely: food, clothing, heat, light and the complex to the complex of the complex o purchase elsewhere, and we should find our market in the spot from which that supply was drawn. manufactures. And, curiously, we are the world's greatest producer of the chie the world's greatest producer of the calestactors in all these great requirements. For food, breadstuffs and meats are the principal requirement. We produce more wheat than any other nation; we turnish 40 per cent of the meat which enters into

Demand for American Manufactures,

"Even in manufactures we need scarce 'Even in manufactures we need scarcely fear serious results in view of the fact
that our exports of manufactures to
Europe have doubled during the very
time in which we have been hearing the
threats of their rejection by the markets
of their result. The world. The fact is of that part of the world. The fact of that part of the world. The share that our manufactures sell themselves in foreign markets. There has been far less effort expended by our manufacturers in making sales of our products in foreign market than in the home market where competition of factories and workmen that it is charp. In the markets of equal skill is sharp. In the ma

of equal skill is sharp. In the markets of Europe our goods have found their way purely on their marits.
"I do not like the word 'invasion' which has been applied to the introduction of our manufacture in European countries. To my mind, the term implies a foreible and unnatural process in the a forcible and unnatural process in the introduction of goods, which, in fact, are only sent to those markets because markets themselves and the people who rely upon those markets demand our merchandise. As I have already said, the sale of American manufacturers in the markets of Europe is accomplished with far less "drumming" than is utilized in the sale of equal quantities in our home markets. And yet we send to Europe two hundred milion dollars' worth of manufactures every year—one-half of our total exportation of manufactures—and practically all of them upon orders with the merchants and conoriginating with the merchants and con sumers of those countries.

Share in Markets of World.

"And now, just a word about the direc tion in which our exports are sent and the possibilities of their development. Europe, which is by far the largest cor sumer of foreign goods, imports about eight billion dollars' worth of merchandise annually, and of this we supply about 10 per cent; Africa, about 500 mil-lion dollars' worth of which we supply about 6 per cent; South America, nearly m dollars' worth, of which we supply about 10 per cent; while the countries of North America other than the United States import about 400 million dollars' worth, of which, by reason of our proximity and facilities for direct transportation to those countries, we supply about 40 per cent.

"While a considerable share of the in ternational commerce of many of the countries is drawn from contiguous counries, we may safely assume that in view of the fact that we only supply from 5 to 15 per cent of the total imports of the countries other than those configuous to us, that there are still in all of tho countries opportunities awaiting the American producer and manufacturer, and I feel sure that we shall continue enlarge our sales to each of the great divisions of the world. Europe is con-stantly requiring more of our raw maie-rials and foodstuffs, and she has a deided liking for our manufactures. Afxports to that continent are apidly. In South America and the Oriit are awaiting vast opportunities for

"From each of those parts of the world we now buy more than we sell to them.
Our imports from South America are
nearly three times as great as our exorts to that continent, and from Asia. great as our exports to those sections of the world. nd Oceania our imports are twice as

South America and the Orient.

"To every other part of the world ex cept South America, Asia and Oceania our exports far exceed our imports, but to those divisions we sell, as I have aleady indicated, much less than we buy from them. Our ambition, then, should be, it seems to me, to so cultivate those markets-whose importations are nearly two billions of dollars every year-that we may obtain our proper share of those markets and make our sales to them an offset to our purchases of their produ

"Two great factors are essential to this result—direct steamship lines, and an isthmian canal. We should have from our various ports direct and plentiful steamship lines to the great centers of South America and Asia, as we already have to other parts of the world; and we should have from our great eastern and southern ports the direct communication with Western South America, and all of the Orient which an isthmian canal will

"The steamships I feel sure, will be provided by the calm, business judgmen of our business men and statesmen. The I which the whole country and the whole world have for years demanded, is now almost an assured fact, and I trust and believe that before the termination of the year upon which we are now en-tering the Government of our country will be actively engaged in the completion of a canal, at that point which r ture seems to have suggested and which is now favored by a large majority of those familiar with the subject—the Isthmus of Panama,

Ship Canal From Atlantic to Lakes.

"And now just one word more. I have spoken of an Isthmian canal and of the value which on completion it will prove to our commerce. But there is one other great improvement, one other great can-al, which I hope to see our government undertake, and that, too, as the very next step after the completion of the one upon the Isthmus. And that is a ship

essary articles, and by such reduction in the description of the control of the c

JOHN BRISBEN WALKER

cago, and thus making that most pre

Editor of Cosmopolitan Magazine

Spoke on Postal Matters. John Brisben Walker, the editor and owner of the Cosmopolitan magazine and one of the best known newspaper men in the country, followed next on the list of speakers. His topic was "The Ald Which the Postoffice Department Can Render to Commerce." He spoke as fol-

The carrying of packages must play a constantly increasing part in comnerce. How far the industries and comerce of the United States are hampered by a postal system which, in many of its features, has come down to us from the very beginning of our government, and which has failed to keep step with other advances in governmental organizat will endeavor briefly to show by means of figures and a presentation of the con-ditions which prevail in some other

countries which we are accustomed to regard as the reverse of enterprising. "What would be thought of a great railway corporation which would go on bilindly using hand car-couplings and hand-brakes at the present, while the other railways are being equipped with the most modern improv

As It Is in America.

"Perhaps you regard this compare as a trifle exaggerated. Very well; let us see. Those in this assemblage who have had occasion during the day to send parcels by post to Buffalo have been compelled by the United States govern-

"First, to pay 64 cents for four pounds

'fourth class.' Second, they have had refused any package which by chance was sent to the postoffice and found to be of more than

postoffice and found to be four pounds in weight.

"Third, they have been refused registration of these packages without an extra ten cents. This registration, if carried out, would have involved a visit to the postoffice department and much val-

"Fourth, delivery will not be made of these parcels by the Postoffice Department if consigned to any town in which there is no free delivery system. The receiver must call for them himself. "Fifth, all insurance on wis package

has been refused by the governr

How England Does It,

"Yet, because of the superior acumer of those who have legislated for the English Postoffice Department that same package might have been mailed in Edinpackage might have been maited in Edin-burgh, carried across the Atlantic, taken in United States postal cars across the entire American continent and delivered in the remotest suburb of Seattle, for how much, think you? For one-fourth less than it would have cost to send that same package from Rochester to Buffalo. "But that is not all. Instead of being

limited to four pounds at sixteen cents a pound, as you are between Rochester and Buffalo, you can send eleven pounds from Edinburgh to Seattle for three-fourths of the price that you would pay from Rochester to Buffalo; and, In addition, you can have it insured at a nom-

Express Companies Are Obstacles.

"You ask how the people of the United States, who are usually so quick to per-States, who are usually so quick to per-ceive advantage, can permit this state of affairs to exist? I will not answer this query directly, but, instead, I will give you the reply which John Wanamaker ewhat similar qu which I put to him when he was Post-

master General. 'It is true,' he said, that parcels could be carried at about -twelfth their present cost by Postoffice Department, but you do not seem to be aware, Mr. Walker, that there are four insuperable obstacles to the car-rying of parcels by the United States Postoffice Department.

"Then without waiting for me to show

my surprise he continued: 'The first of these is the Adams Express Company. The second is the American Express Company. The third the Wells-Farro Express Company; and the fourth the Southern Express Company. I need not say to you that there was no further ar-

Great Britain's Liberality.

"Perhaps you think I have singled ou an exceptional case. But, on the con-trary. Great Britain goes much further in her liberality. She carries a package from Edinburgh through London to Egypt, through the Suez Canai to India, from India to Hong Kong, from Hong from India to Hong Rong, The delivers it to the home of the receiver for twelve cents a pound, or three-fourths of what the United States charges from Rochester to Buffalo—a distance of 51 miles. ester to Buffalo—a distance of 51 miles.

"Is Great Britain exceptional in her postal liberality? On the contrary, Henniker Heaton, a Member of Parliament who has made postal reform his special study, claims that Great Britain is as far behind Germany and Asutria, in her postal system, as the benighted United States is behind Great Britain.

"I think you will agree with me, gen-"I think you will agree with me, tlemen, that while we give England Germany the privilege of sending a p

A Charles

A Rochester Illustration.

"But the half has not yet been told. package of shoes weighing four pounds ten miles out, he pays 64 cents, or sixnts per pound. If the shoes happer to weigh four and one-half pounds, his messenger would, as I have stated, be compelled to carry them back from the postoffice refused. But if, instead ing in the United States, this man turer had lived in Germany, he could send a box of shoes weighing up to 25 pounds this same distance of ten miles out, for six cents, or less than one-fourth cent per pound.

"For fifty pfennig, or about eleven cents, he could ship 25 pounds to any distance in Germany. That is, he would pay one-half cent per pound as against sixteen cents per pound in the United States from Rochester to Buffalo. Be-cause we are foolish enough in this country to give representation to private nterests in Congress our merch manufacturers pay a tariff 6,000 per cent for parcels by post greater than in Ger-

What Germany Does.

"But that is not all. While we absolutely refuse to accept a package greater than four pounds in weight, Germany has found it good business to extend the limit to 110 pounds. These 116 pounds will be sent by the German government from one end of Germany to the other for thirty rents, or about one-fourth of

But even that is not all. When it arrives of its destination, these 110 pounds are delivered at the home of the person to whom it is addressed.

"And that is not all. For from two to six cents extra, the government insures the package and guarantees its safe de-

"But even this much is not all. If. instead of Germany, a merchant in a city of North Germany wishes to ship a package of 110 pounds to a city in the southernmost part of Austria, he may do oven this for thirty cents, about one-courth of a cent per pound—that is, the merchants of Rochester pay 6,000 per ent more to the United States gover ment for sending parcels from Rochester to Buffalo, than do the Germans even to the extreme limits of a foreign country.

Of course one large package may be shipped for less than many small packages. Anyone who handles material knows that. But the officials of the postoffice department, lest they she tempted into also discovering this fact have carefully limited this greatest of all convenience for the manufacturer and merchant to the insignificant weight of four pounds-equivalent in effect t

nullifying the carrying of parcels at all.
"Perhaps someone may reply to me that all this is because they have government ownership of railways in Ger nany. Time and several oth forbid that I should undertake to combat

Could Save \$200,000,000.

"One thought more and I will close, If any one of the twenty able organizers known to the American people could be put in charge of the United States postffice with a free hand, they could so ment to the necessities of the ual saving to the American peor a sum, which may be represented 1 \$200,000,000 and still be well with

bounds. "How far we are hampered by a lack of advanced postoffice organize lustrated in some measure by the facts which I attempted briefly to give you here to-night. But these, though striking, embrace only a small part,

Austro-Hungary's Perfect System.

"Here is another phase of the subject. ments C. O. D.—A thing impossible under our postal system, and possible only by express at a payment of a fee of at least a small additional fee of a few cents. It Austro-Hungary this idea has been elaborated into an almost perfect system, by which both merchant and purchaser can, at a most trifling cost, conduct -the one a collection, the other a payment on ac-count. A depositor purchases from the Postoffice Department a check book, for which a charge of \$1 per hundred checks name and number and address of each and deposit blank. In addition to this, he receives 100 special envelopes, for one-tenth of a cent each, on which is the printed address of the government. These cost about 10 cents per hundred. Wishing oses it in one of the special enveloper ddressed to the Postoffice Department The postoffice authorities find the payee, pay the amount and take his receipt for the same. Within a few hours the depositor receives through the postoffice a statement showing the transaction, contains date, name of depositor, num stoffice where it has been paid and the cost of this transaction has been 1 4-10

warded in this way becomes a postoffic order without his incurring the troubl time and expense which one system in volves. The remitter has had all the ad vantage of a postoffice money order with out going to the postoffice, withou spending a moment's time other the that required for drawing a check, and the government has become responsible for its proper payment.

Householder Foots This Bill.

"Here is still another phase of the sul ject. In New York City, if you will stand in any block you will witness al day long a procession of wagons arriving and delivering parcols, Mr. Wanaprake wagon arrives and delivers a makage at one house, then two at another house, and goes out of the block, Then Mr. Altman's wagon comes, Then Macy's wagon delivers another parcel. Then Storn; then Saks; then the postman; then the telegraph boy; then the postman again; then the Booklover's Library; then the wagon with planola music; and so, one after another, the long, costly and laborious procession moves into and out of that street, each wagon delivering its one two or three packages, and the householders paying for it all. "And throughout the 3,000 miles of

streets of Greater New York this same stupid, disorganized, wasteful and extravagant system goes on hour aft tour, day after day and year after ve do not believe it would be too much York City alone at \$5,000,000,

"Will the merchants and manufactu ers of the United States permit such diorganization of their most important in-terests to continue? Perhaps I had better put it, such high-handed robbery of the people for the benefit of comparative insignificant private interests! I do not believe it. I have embraced this occa-sion to-night which you have so kindly effered me to enter my protest. Ought we not all to enter our protest to-day, to-morrow and every day until this wretched state of affairs is remedied?

"Is there a remedy? An easy one. I propose that the United States government should buy out the private interests vested in the great express companies, which to-day so paralyze the f express companies' stocks on January t, 1964, as a criterion, if you will. Pay the a strongly intrenched in the Postoffice Department and in Congress, and which dustrial processes. Give the American mercinents and manufacturers a clear They have the right to every fa-for doing business quickly, expelitiously, economically, efficiently and with a safeguard of insurance.

EX-GOVERNOR W. R. MERRIAM.

Former Director of Federal Census Spoke on "Man of the Century."

The next speaker on the list, who was most felicitously introduced by Toast-moster Ogden was ex-Governor William R. Merriam of Minnesota who had charge of the last Federal census. His topic was "The Man of the Century." He

Our rapid and unparalleled prosperity. us well as our material advancement, have laid upon us, of necessity, many new problems which we are compelled to face, and, of course, are ready and willing to do. The American people have never so far in their career dodged any and, in the main, we believe with wis-dom. The race problem, the emigration problem, the labor problem, the trust problem, and what is familiarly known as the 'graft' problem, are all before us for solution. We may well look upon them with feelings of solicitude and as worths of profound reflection.

Combinations.

"The rapid accumulation of wealth throughout the country has brought into being a vast number of large corporatrusts. Four hundred and forty-two in-dustrial combinations, representing the activities of commerce, have been organized and put into operation within the last few years—the bulk of them shace 1900—involving a capitalization of eight and a half billions of dollars, more than eight times the national debt. The chormous influence whelded by the co sideration. It is practically without limit in its capacity to govern supply, business conditions, I do not desire it understood that I am unmindful of the necessity of corporations with our mod-ern methods of commerce, but I desire distinctly to disayow any disposition t underestimate the possible evits which may overshadow the state from the greed of ownership or the dangers that may threaten the public by reason of the unlimited power that follows the massing of capital, as well as the disaster which inevitably comes to the citizen in the attempt either to stiffe competition or to destroy an unfortunate rival.

Due To Natural Causes.

"It is idle to become hysterical ove maginary difficulties, it being far better to approach a social problem from a tem-porate and unbiased point of view. It is maintained by those immediately con-cerned in the formation of enormous corporations that they are simply the natu-Hife of the nation; that they arise from perfectly natural causes and are the improved transportation facilities, plem-tiful capital, and of increased competi-tion which has forced the managers of industrial enterprises to reduce the cost of production to a minimum, and further, that the expense of transportation and former system, a great saving being ef-fected in the cost of production and gen-eral plan of operation. "Those who oppose the formation of

ous in their efforts to secure such legislation as will materially restrict the operation and management of these vast that the 'captains of industry.' with their mighty power of concentrating wealth, are constantly extending the field of their operations, are a menace to solety, not only in an industrial w also from a social standpoint

the people to pay higher prices for the necessities of life than would obtain unthe very sources of government itself, controlling legislatures. Congress, the courts and great civic bodies; in social structure, endangering the very existence of the republic. There never was a man who thought he had no law out that he had no end but his own

Official Malfeasance.

"The material expansion of the country has been unprecedented but attendant evils of prosperous times have folcambling in the products of the soil, w extravagant mode of living have abertral an epidemic of official malfeasance that sufficiently common to attract attenion and to be worthy of seri sideration. It is one of the problems that confronts us, and one of the penal-ties sure to follow an era of rapid materful progress. Careful readers of the trust that has been reposed to the and have used the public funds to grati-

"Official peculation has been so common in the last year or two among those who have been intrusted with responsible positions in the city, the state, or the United States, as to cause a well founded alarm in the minds of a large number of our citizens. At this particular luneture, the neason in no less than twelve states and terri-tories of the Union are attempting to enforce the criminal laws against the who have been neglectful of "How true the saying-"There iany orimes which are frightful ntemptible in the eyes of mankind

"The Attorney General of the United ates is to-day engaged in bringing to stice the perpetrators of fraud in the weral departments of the Go The legislatures of the state are throng-

ed with lobbyists in the interest of coraction in bribing the servants of the people on the ground that for protect; they are compelled to pay, and to avoid unjust burdens are forced to submit to a species of blackmail.

Corruption on Every Side.

Corruption seems to have touched with its tained fingers not only the logal of the Senator and the gown of the judge, but officials in almost every ranch of the public service. Burke, system of corruption and attemp justify it upon the principle of utility the official and judicial character of this

it has been a ware thing among the betray a public trust. There have been trait in our national character. Among Americans it has been essentially up ominon, and this great rush for wealth and anxiety for display has forced upo-

such a condition as to put a stop to what exorable, no fate more and ain, than the unishment that awaits the convicte betrayer of his state. Bribery is selving its just reward in the local punitive methods are invoked with mer cliess persistence, but the way to avert

for trustees whose characters and lives are living examples of the best type of

"A recent election held in a large city returned to power a political organiza-tion, charged in the past with impladministration, by so large a majority as is make us dispair of republican form of government. It was openly charged in the campaign referred to that many of the corporations controlling utilities of the city, and managed and owned by citi-zons standing high in the community, ontributed vast sums of money in order o defeat the election of a 'Reform Mayor.' The statement was made that this was done for the sordid purpose of eswhen men prefer to sacrifice principle for the few pairry dollars likely to be gained by such questionable methods. The pub-lic press in New York, with one or two to arouse public opinion. The people evidently secured the desired result.

The "Graft" Problem.

"People of any city or state can secure any form of gover ment they wish. It rests with you to administer a severe le atoused to check this growing evil.

"You will remember the story of the poor fisherman related in the Arabian Nights, who drew up in his net from the sea a casket covered with rust and slime and closed with the seal of Solomon. He look it in his hands, and, holding it to his cars, heard the voice of a spirit im-prisoned within, speaking in tones of enchanting aweetness and offering him, the poor fisherman, the scepter of power and the command of all the riches hidden by earth or sea if he would release the prisoner. The fisherman foolishly broke the seal by which the wisest of men had concealed the enemy of mankind, and there came from the casket an unformed cloud which towered to heaven, and which at last condensed into an awful, mallgrant demon, who stood sillated to the skies. The fisherman lured this devil nto his prison, closed the seal and hurl ol him back into the depths. There is aid upon you, and the men of this coun-ry who are devoted to its interests, loyal to its hopes and aspirations, and who be lieve in its future, a similar duty."

CHARLES RANLETT FLINT. "Father of Trusts" Discussed United

States as a World Power. Next in order on the list was Charles Ranlett Flint, who for a quarter of a century has been engaged in extensive aporting business with South American countries. He is known as "The Father of Trusts" having consolidated 39 indus-trials with a capitalization of over \$300,-000,000. The subject of his speech was

"The United States a Commercial Power," He spoke as follows: when far-reaching policies are being discussed, when great industrial changes are impending, when the United States has an opportunity of asserting itself as a world power in our own great profit and to the benefit

of the world at large.
"England is now absorbed in the discussion of fiscal policies. Chamberlain says: 'She no longer enjoys her one time supremacy in the commercial world. She is being outstripped by her competitors. She is losing her old customers. He advocates a radical change from free trade to protection. He points to the success of the United States, ascribing it largely to our protective policy.

Why America Succeeds.

"But, Mr. President, we succeed because of our mines of metal and coal, our great forests, the fertility of our soil, the variety and stimulus of our cit amon schools, and above all, because of the energy and intelligence of our per ple, stimulated by a political and indus-trial system that encourages self asser-

"Why is England falling behind in intinuing the ways of their forefathers. instead of seeking methods which make most directly for the end in view. Be-cause of the need of a better system of general and technical education. B use their trade unions are reducing equality and productiveness of labo by hampering and diminishing the work which each man is allowed to do; by in sisting upon the worst workman being paid as much as the best; by retarding the introduction of labor-saving mahinery; by diminishing profits and inasing risks, so that capital is finding

Sample of English Unionism.

"In the construction of the Westing house plant in Manchester, the trade union limit of the English mason was 350 bricks per day; under Stewart, the laid per day. The majority of the Amer an wage carners recognize that a con-inuation of their present high wages result is that lat no time has one per ent of the American laborers been o three times what they were ten years savings banks over two thousand millions of dollars. "Having vast undeveloped resources

and relatively small population. recognized that labor-saving appliahad to take the place of population. With them we produce the equivalent of the work without labor-saving inventions of a population of over five hundred millions. Machinery is doing the drud-gery that has heretofore degraded labor. and the American workman is its over seer. He is a part of a system that developing the intelligence on which in

tralized manufacture.
"Hear what the London Speciator says: 'The output of the ordinary British workman is 1 1-8; the German, 1 3-4; the

Predicted Condition Has Come.

"In the past we have been absorbed in domestic trade, in the development of the vast and varied resources within our own boundaries. While we were learning how to manufacture, we wisely reserved our home markets for our infant industries.' But now that our manufactured turing capacity is nearly double our home demand; that our large surplus of agricultural products is annually increasing; that our good times largely depend upon the export of the surplus products of our farms and factories, we have arrived at a condition predicted by the farsighted protectionists of a half century ago, recognized by Evarts, Blaine and McKinley, when we must look beyond our own borders and become

world merchants and manufacturers.
"Situated as we are, between the great oceans, with untold natural resources, with the most industrious and the most intelligent people, working under the best conditions of modern methods, we are not only in the best position to supply food for the densely populated districts, but to furnish manufactures, particularly labor saving implements and machinery, to other new and rapidly de-

veloping countries. Remove the Tariff Barriers.

"It now looks as if the United States would soon begin to cut a waterway through the wall which separates the Atlantic and Pacific. It proposes to do this without the assistance of other nations and give the shipping of the entire world the benefit of uniform tolls. While it is opening up these numerous highways of commerce, should it not remove some of the barriers to natural exchange of Without seriously prejudicing vested interests, should we not tend to freer trade? By that I do not mean the extension of reciprocity, a convenient makeshift, characterized by the greatest American protectionists as the sewer pipe of protection.' Reciprocity is an evolution of the protective policy. It is trading in tariffs, an attempt to extend the wall of protection around the trade of other countries. Demanding differential duties at the point of the high tariff

Senator Evarts predicted ten years ago tariff trading policy, it would excite a war of tariffs. His prediction has come true. Germany and France have already passed retaliatory tariff laws. They say. 'We must fight America with her own weapons.' A retaliatory tariff bill is be-ing formulated by a commission of thirty of the most eminent men of Great Britain. English statesmen are saying that 'while they throwe open their markets to us, our markets are closed to them': that they cannot fight hostile tariffs with free imports.'

Must Avoid Retaliatory Tariff.

"We are confronted with new condi-ions. For years we have shut out English products. Now, for the first time, they are discussing the idea of shutting out ours. If they do, it will most seriousy affect our farmers. Our exports of farm products are more than double the exports of industrial products. England is our largest customer. While there is a large free trade party in England, and while they are in a judicial frame of mind, should we not consider the advisa-bility of tending to more liberal trade

with our best customers? "We do not need to go as far as India, Australia and New Zealand for an object lesson as to the effect of a retaliatory tariff in Great Britain, Northwesttory tariff in Great balance of the sear to us so that thousands of our farmers are going there to raise wheat. Sixty million bushels were taken out of that section by the Canadian Pacific Railroad last year. If tion is sufficiently large, when developed

A Change in Conditions.

"The economic position of the United States has greatly changed. Long after we had achieved our political independ-ence we remained commercially and financially dependent upon Europe, : debtor nation, continuing to borrow money without any compensating bal-ance of trade. Our transition from dependence to independence has been the most important change in the history of finance and commerce. As recently as 1896, in order to help to sustain the in-1896, in order to help to sustain the integrity of our currency, to help to resestablish our credit seriously impaired by the advocacy of 50-cent dollars, we asked the London bankers to purchase our bonds. Only four years later our government credit was the highest in the world, and New York was buying British and other foreign bonds. Our balance of trade during the last six years, over three billions of dollars, is six times greater than during the previous cen-

its strength and lead in working out the most favored conditions for universal in-dustry, as she led in solving the grand problem of representative government, Instead of rejoicing in passing tariff law which shut out products that can be bet-ter be produced abroad, closing factories n other countries to the ruln of depend ent densely populated districts, in high tariff prices which put a disproportion-ate burden of taxes upon our consumers, let us favor the free operation of natural laws, Let producers everywhere produce what they can produce cheapest and

A Comparison With Europe.

"Contrast our conditions with those in Western Continental Europe. We have 70,000 soldiers. There are thirteen states in an area less than one-half of ours, each surrounded by a high tariff wall,

unporting 4,000,000 soldiers.
"They cannot sustain this burden and ompete with the free trade countries. The progress of industrialism is destined to bring about a revolution of existing economic and social theories and prac-tices. Antiquated methods and inherited privilege will be relegated to the scrap heap with other worn out machinery o the past. A commercial invasion will compet the soldiers to return from the barracks and the camp to the forge and workshop, and the people of Europe will ultimately get the benefit of individual liberty and industrial progress. "Our national free trade and the indus-

trial progress of Great Britain are im pressive object lessons of the advant-ages of free interchange. If England now takes the back track by adopting the policy of protection, it will not be called the protection of 'infant indus-

Favors Gradual Revision.

"The Englishmen of insight and foresight are, however, impressed with the enormous responsibility of changing the country's entire economic system. Sentiment is growing in favor of the appointment of a non-partisan royal commission to consider the problem of their fiscal

policy and report to Parliment.
"While there is a rapidly growing sentiment in Great Britain in favor of retaliatory tariffs, there is every reason to believe that England true to her past as the most liberal of world traders would unite with the United States in working out the best industrial condition for the world at large-the free

right to make, buy and sell.
"As the bricks are taken off the top
of the tariff walls, and they should be emoved gradually, exchange of products will increase. Greater volume will reduce freight rates. Through improved facilities for rapid communication and transportation, through the increasing of international business associations, there will be available in case of need a world power against paules. Money and credit will be promptly massed at weak points

to meet extraordinary demands, Industry will get the benefit of the skill, intellect and genius of all; our energies will be transferred from competition to co-operation; vastly greater than to-day will be the interlocking of world interests the best guarantors of peace and progress."

CORPORAL JAMES TANNER.

Well Known Grand Army Veteran and Orator Made Concluding Remarks.

The concluding speaker of the evening on the regular list was Corporal James Tanner, formerly Commissioner of Pen-sions and one of the most prominent members of the Grand Army. His remarks were somewhat of an impro order, but were none the less eloquent

and entertaining.

Mr. Tanner made a particular appeal to the young men at the banquet board. He referred in reminiscent tones to the days when Lincoln made his appeal for men to save the republic and the men came by the thousands. He told how during the recent war with Spain the young men had flocked to the army and had marched up San Juan Hill. If they didn't do as much as their fathers did, he declared that they did all that ther was to do; and that they did it splen-didly. He ended with a stirring appeal to all young men to never despair of the to all young men to never despair of the republic, even though political orators might prophesy its downfall, for he declared that no corporation, that no set of men or set of politicians could ever wreck the United States

to reduce their own .

"Uncle Sam is now in a position to take a broader view of international commercial interests than that of a Yank trader in tariffs. Let the United State the richest nation in the world, rise in its strength and lead in working out the most favored conditions for universal industry, as she led in solving the ground dustry, as she led in solving the ground state of the strength and lead in working out the most favored conditions for universal industry, as she led in solving the ground state of the strength and lead in working out the most favored conditions for universal industry, as she led in solving the ground state of the strength and lead in working out the most favored conditions for universal industry, as she led in solving the ground state of the strength and lead in working out the most favored conditions for universal industry, as she led in solving the ground state of the strength and lead in working out the most favored conditions for universal industry. FOR MEN OF BUSINESS

Chamber of Commerce Dinner of the Usual High Standard.

Colonial Hall the Scene of a Large Gathering of Representative Men-Speakers of International Fame Discuss Matters of Importance-Social Side Enjoyed at Reception and During the Dinner-The Speakers and Their Subjects.

The sixteenth annual dinner of the The sixteenth annual that is a given at Colonial Hall last evening, and proved to be one of the most successful of a long series of events of the kind in the history of the organization.

It has been the desire of T. B. Dunn, who has just been accorded the unprece-

who has just been accorded the unprece-dented honor of re-election as president of the Chamber of Commerce, that nothing should be omitted which would enhance the enjoyment of the members of the chamber and their guests. In this desir-President Dunn was ably seconded by Secretary John M. Ives and the other

officers of the organization.

In the preliminary reception, the dimer proper, the decorations, the post-prandial speaking, the social intercourse, and the of the offair, nothing was left

to be desired.

A pleasing innovation, introduced by President Dunn, was the presentation to each guest of a beautiful sterling silver souvenir of the occasion. It was in the form of a token, about the size of a the form of a token, about the size of a silver dollar. It is handsomely embossed. On one side is the seal of the Rochester Chamber of Commerce, and on the other side the legend: "Souvenir Sixteenth Annual Dinner, January 7, 1904."

The reception began at 6 o'clock and lasted until shortly before 7 o'clock. It

was entirely informal. The members of the chamber and their guests were intro-duced to the distinguished speakers of the evening by President Dunn,

At 7 o'clock the diners took their places at the tables. The hall was beautifully and tastefully decorated, the general color scheme being red and green. On the stage was a deep bank of palms, behind which was concealed Moll's Orchestra. The floral decorations on the tables were pro-fuse, and consisted of red carmations, on their stems of green. Green festoons, touched with red, surrounded the side lights, and the side walls of the hall were

Names of Those Present.

this table was scated President Dunn. At President Dunn's right were: Hon. C. E. Ogden, John Bristen Walker, L. P. Ross, Rev. H. H. Stebbius, Hon. O. P. Austin, Rush Rhees, LL. D., R. A. Sibley, A. B. Lamberton, Hon. A. J. Rodenbeck, Charles P. Ford, D. B. Murphy, H. B. Hathaway, Arthur G. Yates.

At the president's left sat Hon. W. P. Merriam, Hon, James G. Cutler, Charles R. Flint, Charles E. Angle, Corporal James Tanner, Colonel James S. Graham, Hon. H. C. Brewster, Frank Scaman, A. B. Seaman, Hon. George W. Aldridge, Charles J. Brown, Max Brickner, B. E.

G. Machlerson, Thomas P. Ford, A. B. Edos F. P. Shaw.
TABLE F.—Henry P. Neun, G. E. Mosher George J. McLanghilla, C. P. Crowell, Dr W. W. Smith, Dr. Frederick R. Smith, H. A. Barrows, J. A. P. Walter, J. P. Clenry, Wal-ter A. Parce, C. T. Roykin, W. J. Baker Mortimer Wile, G. H. Towner, George A. Leul, C. F. Mertz, E. N. Braver, John N. Booth, M. E. O'Connor, J. J. Mandery, These members of the chamber com-posed the Dinner Computites, Goorge, E. posed the Dinner Committee: George E. Roth, chairman; William Bauseh, Carroll Bowen, R. A. Badger, David Brickner J. Warren Cutler, C. F. Garfield, F. W.

Grace was said by Rev. Henry H. Steh bins, D. D., pastor of the Central Pres byterian Church.

The dinner, which was one of the mos elaborate ever served at a public bang In this city, was thoroughly enjoyed, was served by Teall.

President Dunn's Remarks.

The dinner ended about 9 o'clock, as President Dunn addressed the guests brie y, by way of introduction to the intellectual portion of the banquet. Presiden

It was once the fashlon for the president

It was once the fashlon for the president to give a mass of statistics, to start the intellectual part of the feast, but that has been done away with by the secretary, who has compiled a panaphet of figures, which you will receive soon, if you have not already. I have been requested by the committee not to consume too much that, and I will not. I wish merely to early your attention to the fact on behalf of the roundittee into the fact of the fact on behalf of the roundittee into the fact of the fact of the fact on the fact of the fact

Introductory by Toas master,

Hon. Charles E. Ogden acted as toast master. Before introducing the first speaker, Tonstmuster Ogden said:

speaker, Tonstmaster Ogden said:

The Chamber of Commerce and the city of Rechester. The one stands for duty; the other love. Gathered here to-night, if I may infringe upon your proverblai modesty, are many of the men who give inspiration to this community, who direct the progress of material things, whose influence is marked upon the social, industrial, professional, and spiritual life of this thriving and prosperous city. I said the Chamber of Commerce stands for duty because in the very nature of its organization his reason for existence is to advance the interests of all the people of Rochester. If it he not interwoven with commercial advancement; if it does not catch the spirit of twentich century progress, its mission is a flat failure. And none will say, in plain view of our churches, our public schools, our charitable institutions, our teeming people that

MAN OF THE CENTURY.

Interes ing Presentation by Ex-Governor W. R. Merriam.

W. R. Merriam, former governor of Minnesota, but now of New York city, responded to the toast, "The Man of the Century." The speaker referred to the demanding serious consideration. Contipning, he said in part:

The material expansion of the country has

management of affairs intrusted to them in behalf of the public.

The Attorney General of the United States is to-day engaged in bringing to justice the perpetrators of fraud in the several departments of the government. The legislatures of the states are thronged with loboyists in the interests of corporations and individuals.

A GREAT HANDICAP.

Some Serious Shortcomings of the Postal System. "The Aid Which the Postoffice De-

AN OPTIMISTIC VIEW.

Hon. Charles R. Flint on Commercial.

"The United States a Commercial World

Power" was the subject of the address given by Hon. Charles R. Flint, who showed what a wide grasp he has on

COMMERCE AND LABOR.

Attache of New Department is Heard With Interest.

Hon. O. P. Austin, chief of the Bureau of Statistics of the Department or Com-merce and Labor at Washington, was the next speaker. Mr. Austin's remarks were he chose to discuss. He said in par-

Corporal James Tanner was called upon

the nation. She had seen ays in the past, said Cor-but had been saved by and constancy of her sons, he said, could rest securely The repulsic, he said, could rest securely in the faith that the young manhood it had produced would maintain its integrity. Moreover, he said, wherever another nation, with sufficient evidences of ability a processor.

struggle into liberty, it could count upon the assistance of the United States.

"To you, young men, let me say," said be, "that you need not lie awake nights, fearing for the safety of the country, now that we are approaching the period of arrient political strife. We have met-crises before and have emerged from them triumphant. To-day there is no bir-terness towards one arcter is "And Lang Syne,"

The Reception Committee.

The Reception Committee, which, with the Dinner Committee, assisted President from and Secretary Ives in the arrange-

L. P. Ross, clairman; T. B. Duan, Hon, George W. Aldridge, Charles E. Angle, Edward Rausch, Charles H. Babcock, Rev. Murray Bartlett, William C. Barry, Hon. Henry C. Brawster, E. Frank Brew-ster, Max Bricknet, John Bradley, Charles J. Brown, Benjamin E. Chase, E. N. Cur-tica, E. T. Curtis, Michael Doyle, Gustave Erlee, Charles M. Everest, Joseph Far-ley, C. P. Ford, James L. Genham, H. B. Hathaway, W. A. Helborg, Jr. Joke M.

During the evening several choice vocal

TALKS BY MEN OF HIGH STATION

Post Express Heard at Dinner of Chamber of Commerce, January P. 1904.

Charles R. Flint, "Father of Trusts," Says That Restriction of Output

GRAVE DANGER TO INDUSTRY

Is the Greatest Menace. Commerce, held last night in Colonial buth had interesting things to may, and

Shortly after 7 o'clock the diners took

is the scal of the chamber and on the



HON. CHARLES E. OGPEN. Toustmaste

N

The speakers' table extended along the north side of the hall. In the center of this table was seated President Dunn. At President Dunn's right were: Hon. C. E. Ogden, John Brisben Walker, L. P. Ross, Rev. H. H. Stebbins, Hon. O. P. Austin, Rush Rhees, LL. D., R. A. Sibley, A. B. Lamberton, Hon. A. J. Rodenbeck, Charles P. Ford, D. R. Murphy, H. B. Hathaway, Arthur G. Yates.

2. Ford, D. R. Murphy, H. B. Hathaway, trithur G. Yates,
At the president's left sat Hon. W. P. Merriam, Hon. James G. Cutler, Charles E. Antile, Corporal James Canner, Colonel James S. Graham, Hon. H. C. Brewster, Frank Seaman, A. B. Seaman, George W. Aldridge, Charles J. Brown, Max Brickner, B. E. Chase.

Those at the Tables.

Those at the Tables.

Table A-P. J. Donovan, F. H. Dennis, F. W. Bickford, C. H. Rugg, T. W. Newcomb, H. S. Searle, F. B. Decker, W. J. Graham, W. C. Likly, J. H. Wallaco, George W. Ingmire, Dr. F. M. Rood, C. F. Davis, A. C. Walker, B. G. Bennett, C. F. Garfield, R. B. Sherburne, C. M. Thoms, H. B. Graves, G. W. Wackerman, H. W. Morse, James H. Weis, I. J. Fisher, A. H. Goodwin, Charles E. Crouch, E. W. Hills, H. G. Myers, J. C. Connolly, Frank Thomas, A. D. Pacon, Herbert J. Winn, Frank Taylor, C. S. Kellogg, William Carson, A. V. Smith, J. W. Moore, M. W. Rundel.

rickner, Rev. Murray Bartlett, I. A. Wile, Vogt, Ed. Bausch, Frederick Will, E. W. eck, M. Kondolf, Jacob Gerlinz, T. F. rown, F. A. Partenheimer, R. F. Meek, B. Elliott, E. F. Olmstead, F. A. techer, F. W. Yates, H. A. Zimmer, P. - Fowler, J. H. Quinlan, L. D. Eldredge, J. D. Hayes, Albert Vogt, Ed. Pfahl, A.



THOMAS B. DUNN. President Rochester Chamber of Com-

Lomb, William Ratle, ir., William Ratle, S. B. Foster, John Bradley Charles Stocher, Charles Beder, John Prophet, C. E. Distinzon W. C. Winters.

Table D. John C. Weedbury, Charles T. Chaple, V. D. Rassell, C. L. Ackerson, John M. Ives, G. Chay Cox, Frank H. Wells, Scott Camurings, Edward H. Barke, Fred & Yourse, George H. Perkley, Dr. J. M. Loo,



OSCAR PHELPS AUSTIN.

Chief of Bureau of Statistics of De-partment of Commerce and Labor.

of the Pennsylvania railroad; Charles i Lee, of New York, general passenger agent of the Lehigh Valley railroad, George W. Boyd, of Philadelphia, general passenger agent of the Peomeylyania railroad; W. H. Newman, of New York, president of the New York Central rall-road.

President Introduces Toastmaster.

The material feast came to an end at about 9 o'clock, when President Dunn made a few remarks preliminary to the introduction of the toastmaster. Hom. Charles E. Ogden. He said that the programme of speaking would be carried out except in one particular; General Daniel E. Sickles was too ill to be present. Corporal James Tanner was the last speaker and it was some time after midnight when he finished.

In his opening remarks Mr. Ogden said that the vote of Rochester last fall on certain great waterway improvements had been criticised at both ends of the state as narrow and solfish bornus



CHARLES R. FLINT. New York City Business Man.

Rochester would not temporize with present and local advantages. "She was peering into the future,"

continued Mr. Ogden, "and pointing the way to a broader and wider solution of the nation's need of a deep waterway. We bow to the will of the majority and cept our share of the burden, but we

"To the guests of the evening, who have come here to give us a glimpse of their wider experience in the world's affairs, I extend, in behalf of the Chamber of Commerce and the citizens of Rochester, a most cordial greeting. There is nothing which contributes more to that fraternal spirit which makes the whole world kin, than the interchange of Ideas with those of different localities of ou broad country. We are sure you bring to us many thoughts and suggestions which will be if inestimable value to us, We appreciate the spirit which has prompted you to lay aside your routine affairs for the time and come to us and make this occasion one of broad and stevating culture. And our efforts shall fall infinitely short of our desires if we do not make the heartness of our hospitality measure in a large degree to the pleasure you have afforded us in becom-

The first of the speakers from abroad

of Secretary George B. Cortelyou.
"The Enited States," raid Mr. Austin.
"has been none too soon in the organiza-tion of a department of commerce and

The speaker then went in to discuss the connerve with watch his department has to deal and the titues that awaits it. Under the first head he suid: Define market of our own country, the

port your goods from the door of the factory to the door of the consumer without breaking bulk a single time, is equal

out breaking bulk a single time, is equal to the entire international commerce of the world. Not only is this true, but this commerce is evidently growing far more rapidly than international commerce, for, as I have said, the internal commerce of the United States has grown from seven billions in 1870 to twenty-two billions in 1993, while the international commerce has grown from twenty-two billions in 1695, while the in-ternational commerce has grown from eleven billions in 1870 to twenty-two bil-lions in 1903. Or, in other words, while the international commerce of the world is now twice as great as in 1870, the in-

delivery system. The receiver must equil for them beloef. Fifth a lingue of the superior acument of those who legislated for the English post-office department, that superior acument of those who legislated for the English.



JOHN BRISBEN WALKER.

year, and equals the entire remmerce between all nations."

American Products Abroad.

The speaker thought that commercial supremacy was foreshudowed in the American industrial invasion of Europe. this connection he said:

n the connection he said:
"I do not like the word 'invasion'
which has been applied to the introduction of our manufactures in European
countries. To my mind, the term in-

plies a forcible and unnatural process in the introduction of goods, which, in fact, are only sent to those markets because the markets themselves and the cause the markets themselves and the people who rely upon those markets demand our merchandise. The sale of American manufactures in the markets of Europe is accomplished with far less 'drumming' than is utilized in the sale of equal quantities in our home markets. And yet we send to Europe two hundred million dollars' worth of manufactures every year—one-half of our

ufactures every year-one-half of outotal exportation of manufactures or practically all of them upon orders originating with the merchants and con-

"And now just one word more, have spoken of an isthmian canal an of the value which on completion it will prove to our commerce. But there is one other great improvement, one other great canal, which I hope to see our gov-ernment undertake, and that, too, we the very next step after the completion of the one upon the isthmus. And that is a ship canal which shall connect the Great Lakes of the United States with the Atlantic ocean, a could through which vessels which now sail the Atlantic will move steadily westward past your very doors, making this city of your very doors, making it is ety of Rochester a seaport ells, passing on into the Great Lakes and landing at Buffalo and Cheveland and Detroit and Dubuh and Chicago, and thus making that most productive section of the world a great ocean Frontage."

Mr. Austin had been placed first on the programme for the reason that it was pressure for him to take a train

was necessary for him to take a train for Washington at 10 o'clock.

Plain Talk by Editor Walker.

John Brisben Walker, magazine editor manufacturer, author, educator, phi arthropist and financier, followed Ma Walker's address wis far and away the most spect-cilar feature of the oratorical feast. The speaker outlined his ideas of the aid which the post-office department might give to commerce, but which it falls to give, owing to alloged pre-ponderance of sellish private business interests in shaping Federal legislation. Mr. Walker's criticism was largely di-rected against the parcel-post system here which he compared with that of England and Germany to our great dis-nivantage, in this connection Mr. Wal-

ker said:
"Those in this assemblage who have had occasion during the day to send parcels by post to Buffalo have been compelled by the United States government; First, to may 64 cents for four pounds of merchandise of what is knows as fourth class. Second, they have refused any package which by



HON. WILLIAM R. MERRIAM. Director of Twelfth United States

how much, think you? For one fourth less than what it would have cost to send that same package from Rochester to

But that is not all. Instead of being limited to four pounds at sixteen cen a pound, as you are between Rochesto and Buffalo, you can send eleven nounds from Edinburgh to Scattle, for three-fourths of the price that you would pay rom Rochester to Buffalo, and, in add

Continuing, Mr. Walker said that he once brought this matter to the atten-tion of John Wainimaker, former post-master-general, who told him that he recognized the bud features of the Ameran parcel-post system, but found four surmountable obstacles in the way of insurmountable obstacles in the way of getting anything better. He enumerated these as the Adams Express company, the American Express company and the Wells Pargo Express company. My Walker suggested as a remedy government ownership of the express business. How William P. Marrian Corrections.

Hon, William R. Merriam, former go ernor of Minnesota and director of the last Federal census, was the next speaker. He told of the formation of trusts and declared that the government of them was a matter demanding serious consideration. Speaking of official pecu-lation, he said:

Corruption seems to have touched with its tainted fingers not only the rogs of the senator and the ermine of the judge, but officials in almost every branch of

In conclusion Mr. Merriam said: "People of any city or state can secu any form of government they wish. rests with you to administer a severe son by action end by word toward those who are bent upon disgracing themselves and the country to which they belong. This problem of 'graft' looms up with frightful mien. It is one of the grave dangers that confront us as a naaroused to check the growing evil."

Charles R. Flint, of New York, one the most powerful exponents of comme cial consecutation in the country, declared that England and all other country. tries are falling behind America in the race for industrial supremacy. This, he declared, was because of America's mines of metal and coai, her great forests, the fertility of her soil, the varie

ty and stimulus of climate, her economical transportation, her extensive territory and coast line, her common schools and, above all, because of the energy and intelligence of her people, stimulated by an industrial system that encourages self-assertion and ambition.

"Why is England failing behind in industrial progress?" continued the speaker. "Because of the obstinate conservatism of English manufacturers, priding themselves on continuing the ways of their forefathers, instead of seeking methods which make most directly for the end in view. Because of the need of a better system of general and tremical a better system of general and technical education. Because their trade unions are peducing the quality and productiveness of labor by hampering and diminishing the work which each man is allowed ing unachtnery; by diminishing profits and increasing risks, so that capital is finding more profitable employment else-

"Having vast undeveloped resources and relatively small population, we recognized that labor-saving appliances had to take the place of population. Whis them we produce the equivalent of the work without labor-saving inventions of a population of over five hundred millions.

Machinery is doing the drudgery that
has heretofore degraded labor, and the American workman is its overseer. is a port of a system that is developing the intelligence on which industrial su-premacy depends." The most serious danger which threat-

ens America's industrial progress, Mr. Filit said, is restriction of output, whether by trusts, trade agreements to advence prices or by trade unions. high wages and compete with the Old World," said the speaker, "is by a large output through the highest development

of special machinery made possible by intralized manufacture." Corporal James Tanner, the last speaker, who came to Rochester to attend the banquet of Glidden camp, 6, Sons of Veterans, and remained to enjoy the veterans, and remained to enjoy chamber dinner, made an appeal to young men never to despair of the public, even though political oration might prophesy its downfall for he chared that no corporation, no set of men or politicians, even can wreck she United States. United States.



AT THE CHAMBER OF COMMERCE BANQUET.

SIXTEENTH ANNUAL BANQUET ROCHESTER CHAMBER COMMERCE

Attended by Representative Men of Rochester--Speakers of National Reputation.

Proves to be the Most Successful Banquet Ever Held by the Chamber-Colonial Hall, in Which It Was Held, Presents a Brilliant Scene.

Hon. Charles E. Ogden, Toastmaster-Brief Address by President Dunn-Hon. Oscar Phelps Austin, Hon. William R. Merriam, John Brisben Walker, Charles Rantlett Flint and Corporal James Tanner the Speakers-Souvenirs of the

Not only has President Thomas B. Dunn of the Rochester Chamber of Commerce reason to feel proud of the six-tenth annual banquet of that body held at Colonial Hall last night, but every person who attended is equally satisfied with the occasion, for it was probably the most successful of the sixteen banquets



held by the chamber. Nearly three hun-dred representative men of the city were present and the speakers were men of national reputation. The hall was beau-tifully decorated with the national colors and those of other nations and with smilax and palms. The tables, which smilax and palms. The tables, which were arranged parallel to each other and running north and south, the speakers' table being on a raised platform on the north side of the hall, presented a very pretty appearance, the color scheme in the decorations of the tables being red, the flowers roses and carnations. The banquet was served by Teall and the music was furnished by Maurice Moil's

banquet was served by Teall and the music was furnished by Maurice Moll's orchestra.

There was a reception before the banquet and during this time a half hour was consumed in pleasant converse. The various committees in charge of the affair have already been published and to the members of them as well as to President Dunn and Secretary Ives is due the success of the banquet. Each guest received a souvenir of the occasion in the success of the banquet. Each guest received a souvenir of the occasion in the shape of a medal of silver the size of a silver dollar. The guests assembled in the banquet hall and there was a noticeable lack of confusion in placing them properly. While the guests remained standing Precident Dunn rapped for order and them grace was said by Rev. H. H. Stebbins of Central Presbyterian H. Stebbins of Central Presbyterian

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dent to give a mass of statistics, to start the intellectual part of the feast, but that has been done away with by the secretary, who has compiled a pamphlet of

figures, which you will receive soon, if you have not already. "I have been requested by the commitwill not. I wish merely to call your at-tention to the fact on behalf of the com-mittee that the programme has gone through without interruption, save for the absence of Gen. Danie' P. Sickles, who is too ill to be present. We have a good substitute, however, in corpt. James Tunner. Then the committee wished me also to say to you that you are each entitled to a gold medal. While not pre-senting you with a gold medal, they have presented you with a silver medal "I wish you all a happy New Year, nd will open the intellectual portion of and will open the intellectual portion of the programme by introducing our toast-master, Hon. Charles E. Ogden."

Toastmaster Ogden's Address. Hon. Charles E. Ogden, toastmaster,

There was once a tramp in Illinois to whom a good farmer's wife offered a bountiful repast, and as in his hungry state he was about to devour it, she said: 'It is customary in this house to say grace before meat.' 'All right, ma'am,' answered the tramp, 'you can say what you please, but me and Chauncey Depew talk heat after eating.' And with apologies to our brilliant and versatile Sena-

tor, there is a good deal of philosophy in the trainp's observation. No man can be at his best on an empty stomach. We will have nothing this night of the lean. cadaverous, hungry variety, for we mix our toasts with the broad hospitality of Father Rochester, and open our arms, our hearts, and our minds to men of national reputation, whose activities have had wide play in events which have made, and are making the history of the de, and are making, the history of this

nation as a world power.

"The Chamber of Commerce and the city of Rochester. The one stands for duty; the other love. Gathered here tonight if I may infringe upon your prohight if I may infringe upon your pro-yerbial modesty, are many of the men who give inspiration to this community, who direct the progress of material things, whose influence is marked upon spiritual life of this thriving and prosperous city. I said the Chamber of Com-merce stands for duty because in the very nature of its organization its rea-on for existence is to advance the in-terests of all the people of Rochester. If it he not interwoven with commercial adcement; if it does not catch the spirit of twentieth century progress, its mission is a flat failure. And none will say, in plain view of our churches, our public schools, our charitable institutions, our

schools, our charitable institutions, our teeming population, made up of happy and thriving people, that Rochester is not in the full swing of prosperity.

"It may be said with truth that success is represented here to-night. Men are sitting about these tables who are accusioned, through the intelligence and stability of their labors, to direct large enterprises, who have set in motion inenterprises, who have set in motion in-dustries which add vastly to the common good of all. Accumulated wealth, con-servative and powerful forces, are factors in this organization, but their aim is to terprises, who have set in motion ineach out for improvement to the widest sgittmate needs of the locality. It has seen said that every mile of railroad tack in a new country brings into use a undred thousand acres track in a new country orings into use a hundred thousand acres which was a wilderness before. It builds homes and offers occupation and a comfortable living to thousands of families. So the welldirected efforts of intelligent men may prove a veritable life spring to the com-merce of a city. Need I add that there is of a selfish, soul-destroying surplus. For every man, whose genius has enabled him to take advantage of conditions favorable to him, and accumulate vast treasure, and falls to dedicate a portion

ousness, to society, to all the broader instincts of humanity, and to the state. "The city of Rochester, this is our love. All the world loves a lover, and every man here to-night is a lover when the city of Rochester is mentioned. If there be one who is going to be refruc-tory upon that proposition we will call in the chief of police and have him in-conference in the blackest dungeon of the local bastille. A few years ago a news-paper friend of mine accosted me on the street and told me enthusiastically of a trip he had been making into the great West. By the quick and certain chan-uels to large wealth which are known to every newspaper worker he had no there be one who is going to be refra to every newspaper worker be had a cumulated much gold and a few ra road passes. He therefore needs And, he said, in concluding description of his travels, 'I made some money out there stay away from Re the very pavements in her streets, here, on the banks of the Genese want to here until I am gathered I



waterways. We bow to the will of the majority, and accept our share of the burden, but we feel certain that the fu-ture will make apparent the wisdom of

To the guests of the evening, who have come here to give us a glimpse of their wider experience in the world's af-fairs I extend, in behalf of the Chamber of Commerce and the citizens of Rochester, a most cordial greeting. There is nothing which contributes more to that fraternal spirit which makes the whole world kin than the interchange of ideas with those of different localities of our broad country. We are sure you bring to us many thoughts and suggestions which will be of inestimable value to us. We appreciate the spirit which has prompted you to lay aside your routine affairs for the time and come to us and make this occasion one of broad and ele-vating culture. And our efforts shalf fall infinitely short of our desires if we do not make the heartiness of our he pitality measure in a large degree to the pleasure you have afforded us in becom-

ing our guests,' Development of Commerce.

The first speaker of the evening was Hon. Ocar Phelps Austin, of the department of commerce at Washington, who spoke as follows on "The Develop-

ment of Our Commerce:"
"And now, that we have taken a hurried glance at the commercial and finan-cial conditions at home and the growth which has characterized the period un-der consideration—the life time of a single generation-let us see how we have fared as compared with other nations. I have already shown you that we have trebled our internal commerce while the international commerce of the world was ubling, and that our foreign commerce has also trebled while that of the world was doubling. But I want to say a word or two about our standing among na-tions as a producer and consumer and exporter of the surplus products, and how our progress compares with that of the great nations which are considered, and justly so, prosperous and progres-

seriously inquire as to rivalry of pro-duction, is wheat, and a recent investigation which I have made assures n that we need have no serious difficulty The three great nations of the world on that ground. I find that the United States produced only 13 per cent of the world's wheat crop in 1870, and 22 per with which it is necessary to compar our rate of progress are England, France cent of the world's wheat crop in 1902.

I also find in this investigation that while we supplied 38 per cent of the combined with the United States, supply one-half the total international com-merce of the world, and it is therefore wheat entering the world's international markets in 1875, we supplied 49 per cent in 1902. I also find that the increase in unnecessary to consider the other countries, in an attempt to determine what the production of wheat in the United our commercial growth has been as com-pared with the other great nations of the tates during the decade ending with 1901 was actually greater than the in-crease shown by Russia, India, Argen-tina, Australia and Canada combined

"Taking still the year 1870 as a starting point, and comparing conditions in the four countries in 1870 with the latest available data, it may be said that the exports of France have increased \$277,000,000, those of the United Kingdom \$443,000,000, those of Germany \$607,000,000 and those of the United States \$1,028,-000,000; the increase of the United States being equal to that of Germany and the United Kingdom combined and nearly equal to all of the three countries under

Comparing the growth by of increase, it may be said that United Kingdom shows a gain of 45 per cent, France 50 per cent, Germany 110 per cent, and the United States 260 per cent. In 1870 the United States stood a the bottom of the list, her exports being ess than those of any of the three na tions named; in 1903 she stands at the head of the list, her exports being great-er than those of any other of the counes under consideration. These figures it is proper to say, relate to exports of domestic merchandise only, and do not include the re-exportation of foreign or colonial merchandise, which forms a considerable share of the total exports of ntries in question, es-

pecially the United Kingdom.
"And now a few words about the prospects of a continuance of this marve growth, a growth in which we have out-stripped all other nations. The question which we are all anxiously asking is, Will it continue? To this I think we ay give an affirmative answer

'Man's wants, while they appear of

international commerce, and we produce three-fourths of the corn of the world important single raw material, and w produce three-fourths of the cotton of he world, and turn one-third of it into cloth in our own mills. For heat, the world's chief reliance is coal; and our coal area equals that of all Europe, and our production now exceeds that of any other country. For light, the world's chief reliance is now petroleum, and we produce more of that article for use in

, and the list stood as follows: the mate, and the list stood as tollows. United States, the United Kingdom, Germany. France, with the United States

producer of manufacturers, "And the progress made in the United States since that date is such as to fully warrant the assertion that not only is

at the head of the list as the world's

this country the greatest manufacturer

of the world, but that our manufactures

and Germany combined.

"So we may assume, it seems to me, that our power to supply our enormous home market is now as great as ever and is not likely to diminish, at least in the near future. The fields are still fertile, the mines still turnish their supplies to meet the requirements of the

pand, and the manufacturing indu-

tries which are now taking our p

pand, and the manufacturing medicine are steadily increasing their output we their power of production.

The principal questions with while we are concerned are, then: (L) Are the

of the form or factory likely to exclu-

"To both of these questions I am i

clined to return a negative reply. On the first question, that of the rivalry of other nations, I call your stiently n to in-fact that we produce three-fourths of the

world's cotton and corn, which makes it improbable that rivals are likely to trouble us in either of these directions.

unless a willful limitation of production

or excessive prices through speculation forces other countries into development of new industries of this character. As to meats, there have been for the past

twenty years continuous reports that our meats and cattle were being shut out of this country or that, but our exportations

of meats and live animals for food, i

stead of decreasing in that time, have practically doubled in value. In man-ufactures, we have heard a good deal

about the exclusion of our products, but

our exportation of manufactures in 1903

as in 1893, and six times as great as it

"The only article about which we need

during that same period.

"The remaining question, then, garding the prospective reduction of our foreign markets is as to the possi-bility or probability that our products may be excluded by adverse legislation

and our total exports thus reduced. And

l cannot believe that this is at all proba-ble. I have already called your atten-tion to the fact that despite all the talk

about the exclusion of our meats and live animals from various European countries the value of our exports of

this class has practically doubled in the

lieving that Europe will not exclude or desire to exclude our products. I have already said that we produce three-

fourths of the corn and cotton of the world, and it is also true that we sup-

by these European countries would

to reduce their own supply of these nec-

essary articles, and by such reduction in the available supply, must increase the

price of the quantity remaining.

"The world requires all of our cotton and corn and wheat, and even if some country or group of countries should reject them because they were grown in America, those countries would have to purchase elsewhere, and we should find our market in the spot from which that

our market in the spot from which that "Even in manufactures we need scarce-ly fear serious results in view of the fact

than one-half of the whe ply more than one-half of the imported by European countries. The rejection of our cotton, corn and wheat

past twenty years. "But there are other reasons for be

heard for twenty years

market than in the none market competition of factories and workmen of equal skill is sharp. In the markets of Europe our goods have found their way purely on their in wits.

"I do not like the word "invasion" which has been applied to the introduction one manufacture in European countries. To my mind, the term implies a forcible and unnatural process in the introduction of goods, which, in fact, are only sent to those markets because the markets themselves and the people who rely upon those markets demand our lighting than any other nation, and have old more than \$500,000,000 worth of it to foreign world during the past decthe sale of American manufacturers the markets of Europe is accomplished with far less "drumming" than is utilized in the sale of equal quantities in our home markets. And yet we send to Eu-Manufactures is the last on the list of man's great requirements which I have mentioned, but in this, as in all others, the United States is the world's largest producer. In 1860, according to an estimate made by that distinguished statistician, Mr. Mulhall, the rank of the rope two hundred milion dollars' worth of manufactures every year—one-half of our total exportation of manufactures— and practically all of them upon orders world's leading manufacturing nations was: United Kingdom, France, Germany, United States; the United States thus being at the bottom of the list. In 1896 originating with the merchants and con-sumers of those countries, "And now, just a word about the direction in which our exports are sent and the same statistician made another esti-

that our manufactures seil themserves in foreign markets. There has been far less effort expended by our manufacturers in making sales of our products in foreign market than in the home market where

tion in which our exports are sent and the possibilities of their development. Europe, which is by far the largest consumer of foreign goods, imports about eight billion dollars' worth of merchandise annually, and of this we supply about 10 per cent; Africa, about 500 million dollars' worth of which we supply about 6 per cent; South America, nearly 400 million dollars' worth, of which we supply about 10 per cent; while the country about 10 per cent supply about 10 per cent; while the countries of North America other than the United States import about 400 million dollars' worth, of which, by reason of our proximity and facilities for direct transportation to those countries, we supply about 40 per cent.

"While a considerable share of the in-ternational commerce of many of the countries is drawn from contiguous countries, we may safely assume that in view of the fact that we only supply from 5 to 15 per cent of the total imports of the countries other than those contiguous to us, that there are still in all of those ountries opportunities awaiting the American producer and manufacturer, and I feel sure that we shall continue to enlarge our sales to each of the great divisions of the world. Europe is constantly requiring more of our raw materials and foodstuffs, and she has a derica is developing new markets and our exports to that continent are increasing rapidly. In South America and the Orient are awaiting vast opportunities for

"From each of those parts of the world nearly three times as great as our exports to that continent, and from Asia



and Oceania our imports are twice as

"To every other part of the world exto those divisions we sell, as I have aleady indicated, much less than we buy markets—whose importations are nearly two billions of dollars every year—that we may obtain our proper share of those markets and make our sales to them an

"Two great factors are essential to this result—direct steamship lines, and an isthmian canal. We should have from our various ports direct and plentiful steamship lines to the great centers of South America and Asia, as we already have to other parts of the world; and we should have from our great eastern and southern ports the direct communication with Western South America, and all of the Orient which an isthmian canal will

"The steamships, I feel sure, will be provided by the calm, business judgment of our business men and statesmen. The canal, which the whole country and the whole world have for years demanded, is whole world have for years demanded, is now almost an assured fact, and I trust and believe that before the termination of the year upon which we are now en-tering the Government of our country will be actively engaged in the comple-tion of a canal, at that point which na-ture seems to have suggested and which is now favored by a large majority of is now favored by a large majority of those familiar with the subject—the Isthmus of Panama.
"And now just one word more. I have

manufactures. And, curiously, was the world's greatest producer of the chart factors in all these great requir ner s. For food, breadstuffs and meater regular are s. principal requirement. We produce more principal requirement. We produce more that our manufactures sell themselves in the transfer of the cord. The cord of the cor

sels which now sail the Atlantic wi move steadily westward past your ver doors, making this city of Rochester seaport city, passing on into the Gre Lakes and landing at Buffalo and Ch land, and Detroit, and Duluth, and Chi-cago, and thus making that most productive section of the world a great ocean frontage."

Spoke on Postal Matters.

John Brisben Walker, one of the best known newspaper men in the country, and editor of the Cosmopolitan Magazine, was next introduced, and in speaking on the subject, "The Aid Which the Postoffice Department Can Render to Commerce, said :

"The carrying of packages must play a constantly increasing part in commerce. How far the industries and com-merce of the United States are hampered by a postal system which, in many of its ires, has come down to us from the very beginning of our government, and which has failed to keep step with other advances in governmental organization, will endeavor briefly to show by means of figures and a presentation of the conditions which prevail in some other countries which we are accustomed to regard as the reverse of enterprising.

"What would be thought of a great rallway corporation which would go or blindly using hand car-couplings and hand-brakes at the present, while the other railways are being equipped with the most modern improvements?

"Perhaps you regard this comparison as a trifle exaggerated. Very well; let Those in this assemb have had occasion during the day to send parcels by post to Buffalo have been compelled by the United States govern-

"First, to pay 64 cents for four pounds

of merchandise of what is known as fourth class."
"Second, they have had refused any package which by chance was sent to the

postoffice and found to be of more than four pounds in weight. "Third, they have been refused registration of these packages without an ex-tra ten cents. This registration, if car-ried out, would have involved a visit to the postoffice department and much val-uable time lost. "Fourth, delivery will not be made of

these parcels by the Postoffice Department if consigned to any town in which there is no free delivery system. The receiver must call for them himself.

"Fifth, all insurance on this package, as been refused by the government. "Yet, because of the superior acumen of those who have legislated for the English Postoffice Department, that same package might have been mailed in Edinburgh, carried across the Atlantic, taken in United States postal cars across the entire American continent and delivered in the remotest suburb of Seattle, for how much, think you? For one-fourth less than it would have cost to send that same package from Rochester to Buffalo.

But that is not all. Instead of being timited to four pounds at sixteen cents a pound, as you are between Rochester and Buffalo, you can send cleven pounds from Edinburgh to Seattle for threefourths of the price that you would pay from Rochester to Buffalo; and, in addition, you can have it insured at a nom-

"You ask how the people of the United States, who are usually so quick to per-ceive advantage, can permit this state of affairs to exist? I will not answer this query directly, but, instead, I will give you the reply which John Wanamaker made to a somewhat similar question which I put to him when he was Postmaster General. 'It is true,' he said that parcels could be carried at about Postoffice Department, seem to be aware, Mr. Walker, that there



CHARLES RANLETT FLINT. rying of parcels by the United States

"Then without waiting for me to show

"Perhaps you think I have singled out an exceptional case. But, on the contrary. Great Britain goes much further in her liberality. She carries a package from Edinburgh through London to Egypt, through the Suez Canal to India, from India to Hong Kong, from Hong Kong to Shanghal and there delives. Kong to Shanghal, and there delivers it

Kong to Shanghal, and there delivers it to the home of the receiver for tweive cents a pound, or three-fourths of what the United States charges from Rochester to Buffalo—a distance of 51 miles. "Is Great Britain exceptional in her postal liberality? On the contrary, Henniker Heaton, a Member of Parliament who has made postal reform his special study, claims that Great Britain is as study, claims that Great Britain is as far behind Germany and Asutria, in her postal system, as the 'benighted' United States is behind Great Britain.

"I think you will agree with me, genthink you will agree with me, gen-tlemen, that while we give England and Germany the privilege of sending a pack-1 age from Berlin across the American continent to Seattle for twelve cents per pound, and at the some time charge the merchants of Rochester sixteen cents per pound from Rochester to Buffalo, the word 'benighted' scarcely covers the nearly as paralysis of the govererves produced by conflicting private

"But the half has not yet been fold. If a Rochester manufacturer sends a package of shoes weighing four pounds ten miles out, he pays 64 cents, or six-teen cents per pound. If the shoes hap-pen to weigh four and one-half pounds, his messenger. pen to weigh four and one-half pounds, his messenger would, as I have stated, be compelled to carry them back from the postoffice refused. But if, instead of being in the United States, this manufacturer had lived in Germany, he could send a box of shees weighing up to 25 pounds this same distance of ten miles out, for six cents, or less than one-fourth of a cent per nound.

of a cent per pound.
"For fifty ptennig, or about elev distance in Germany. That is, he would pay one-half cent per pound as against sixteen cents per pound in the United States from Rochester to Buffalo. Because we are foolish enough in this country to give representation to private country to give repre manufacturers pay a tariff 6,000 per cent for parcels by post greater than in Ger-

"But that is not all. While we absolutely refuse to accept a package greater than four pounds in weight, Germany has found it good business to extend the has found it good business to extend the limit to 110 pounds. These 110 pounds will be sent by the German government from one end of Germany to the other for thirty cents, or about one-fourth of

"But even that is not all. When it arrives at its destination, these 110 pounds are delivered at the home of the person to whom it is addressed.

"And that is not all. For from two to six cents extra, the government insures the package and guarantees its safe de-

"But even this much is not all. If, Instead of Germany, a merchant in a city of North Germany wishes to ship a package of 110 pounds to a city in the southernmost part of Austria, he may do even this for thirty cents, about one-fourth of a cent per pound—that is, the merchants of Rochester pay 6,000 per cent more to the United States governnent for sending parcels from Rocheste

to Buffalo, than do the Germans even to the extreme limits of a foreign country. "Of course one large package may be shipped for less than many small pack-ages. Anyone who handles material knows that. But the officials of the post-office department, lest they should be tempted into also discovering this fact, have carefully limited this greatest of all convenience for the manufacturer and merchant to the insignificant weight of four pounds—equivalent in effect to multiving the carrying of parcels at all.

"Perhaps someone may reply to me that all this is because they have gov-ernment ownership of rallways in Ger-many. Time and several other things, forbid that I should undertake to comba-

"One thought more and I will close, If Marshall Field or John Wanamaker or any one of the twenty able organizers known to the American people could be put in charge of the United States postadapt the conveniences of the depart-ment to the necessities of the American merchants, that there would be an a nual saving to the American people of a sum, which may be represented by \$200,000,000 and still be well within

bounds. "How far we are hampered by a lack which I attempted briefly to give you here to-night. But these, though striking embrace only a small part, "Here is another phase of the subjec-

ments C. O. D .- A thing impossible under express at a payment of a fee of at leas 25 cents—he may do so in Germany by a small additional fee of a few cents. In Anstro-Hungary this idea has been elaborated into an almost perfect system, by which both merchant and purchaser can, ount. A depositor purchases from the Postoffice Department a check book, fo which a charge of \$1 per hundred checks is made, and a book of deposit blanks, coating 50 cents per hundred blanks, the licine and number and address of each ositor being printed on each check receives 100 special envelopes, for one-tenth of a cent each, on which is the printed address of the government. These nost about 10 cents per hundred. Wishing to pay a debt, the depositor fills out a postal check to the order of his creditor, with the address, date and amount. He loses it in one of the special envelopes industrial enterprises to reduce the cos of production to a minimum, and further former system, a great saving being ef-

industrial combinations are very strent ous in their efforts to secure such legis-lation as will materially restrict the with their mighty power of concentrating wealth, are constantly extending the field of their operations, are a menace to so also from a social standpoint. They de "Here is still another phase of the sub-ject. In New York City, if you will stand in any black you will witness al the people to pay higher prices for th day long a procession of warene arriving and delivering parcels. Mr. Wanamaker's wagon arrives and delivers a package at one house, then two at another mouse,

and goes out of the black, Then Mr. Alt-

insignificant private interests! I do not believe it. I have embraced this occa-sion to hight which you have so kindly

offered me to enter my protest. Ought

"Is there a remedy? An easy one. I propose that the United States government should buy out the private interests vested in the great express companies, which to-day so paralyze the

problem of transportation. Pay full value even for watered stock. Take the price

full price: Almost any price would be cheap to get out of the way of commerce

of express companies' stocks on January , 1904, as a criterion, if you will. Pay the

nese strong companies which are to-day o strongly intreuched in the Postoffice

Department and in Congress, and which

have such a paralyzing effect upon in-dustrial processes. Give the American merchants and manufacturers a clear

field. They have the right to every fa-

clity for doing business quickly, expeditionsly, economically, efficiently and with a safeguard of insurance."

Former Minnesota Governor Speaks.

Hon. William R. Merriam, former

"Our rapid and unparalleled prosperity,

as the 'graft' problem, are all before us for solution. We may well look upon

them with feelings of solicitude and as

being a vast number of large corpora-

tions which are commonly known as trusts. Four hundred and forty-two in-

dustrial combinations, representing the activities of commerce, have been organ-

ized and put into operation within the

last few years—the bulk of them since 1900—involving a capitalization of eight and a half billions of dollars, more than eight times the national debt. The enormous influence wielded by the con-

enormous influence whelded by the con-solidation of corporate interests to so vast an extent should cause grave con-sideration. It is practically without limit in its capacity to govern supply, maintain prices and destroy competition, in speaking of these vast aggregations of capital in connection with the present business conditions. I do not desire it un-

business conditions, I do not desire it u

derstood that I am unmindful of the necessity of corporations with our mod-ern methods of commerce, but I desire distinctly to disavow any disposition *o

underestimate the possible evils which

may overshadow the state from the greed of ewnership or the dangers that may threaten the public by reason of the m-limited power that follows the massing

of capital, as well as the disaster which

inevitably comes to the citizen in the attempt either to stiffe competition or to destroy an unfortunate rival.
"It is lifle to become hysterical over

imaginary difficulties, it being far better to approach a social problem from a tem-porate and unbiased point of view. It is

aintained by those immediately con-

maintained by those immediately con-cerned in the formation of enormous cor-porations that they are simply the natu-ral evolution of the ordinary commercial life of the nation; that they arise from perfectly natural causes and are the logical outcome of machine production, transport transportation facilities, plen-

worthy of profound reflection.



JOHN BRISBEN WALKER

sities of life than would obtain un der the competitive system; that they stretch out their malled hands to reach the very sources of government fiself, controlling legislatures, Congress, the courts and great civic bodles; in short, that they are an incubus on the whole social structure, endangering the very existence of the republic. There never was a man who thought he had no law but this own will who did not soon find out that he had no end but his own

"The material expansion of the cour try has been unprecedented but attend-ant evils of prosperous times have followed. Over-speculation in securities gambling in the products of the soil, with extravagant mode of living have pletted an epidemic of official malfeasance that is sufficiently common to attract atten tion and to be worthy of serious con sideration. It is one of the problem that confronts us, and one of the penal ties sure to follow an era of rapid ma terial progress. Careful readers of the number of persons who have betrayed the trust that has been reposed in them and have used the public funds to gra

Governor of Minuesota, and who had charge of the last federal census, spoke on "The Man of the Century," Mr. Ogtheir desires.
"Official peculation has been so cor den introducing the speaker with felici-tous remarks. Mr. Merriam spoke ca mon in the last year or two among the who have been intrusted with responsi-ble positions in the city, the statu, or the United States, as to cause a well as well as our material advancement, have laid upon us, of necessity, many new problems which we are compelled to face, and, of course, are ready and willing to do. The American people have founded alarm in the minds of a large number of our citizens. At this particular functure, the prosecuting attorneys in no less than twelve states and territiever so far in their career dodged any creat issue, but have met it manfully, and, in the main, we believe, with wisdom. The race problem, the emigration problem, the labor problem, the trust problem, and what is familiarly known tories of the Union are attempting to enforce the criminal laws against the who have been neglectful of their du-ties in the management of affairs in-trusted to those in behalf of the public.

"How true the saying—"There are many crimes which are frightful and odlous, but bribery—filthy hands—on the part of a public officer, is base and temptible in the eyes of mankind, "The Attorney General of the United tates is to-day engaged in bringing to justice the perpetrators of fraud in the several departments of the Government. The legislatures of the state are throng-ed with lobbyists in the interest of cor-porations and individuals. The managers of Important Interests justify their action in bribing the servants of the people on the ground that for protection they are compelled to pay, and to avoid

unjust burdens are forced to submit to a species of blackmall.
"Corruption seems to have touched with its tained fingers not only the toga of the Senator and the gown of the judge, but officials in almost every branch of the public service. Burke, in his famous arraignment of Warren Hasngs, says-'He who buld set up a system of corruption and attempt justify it upon the principle of util that man is staining not only hims but that which is the peculiar glory of the official and judicial character of this

"It has been a rare thing among the descendants of the Anglo-Saxon race to betray a public trust. There have been noted exceptions, of course, in the past Bacon, Jeffries and rinstings all feil a victim to that cupidity which is a rare trait in our national character. Among Americans it has been esse ommon, and this great rush for wealth and anxiety for display has forced upon many well-meaning men necessities at the expense of their honor.

"Let all good citizens unite in attempting to arouse the public sentiment to such a condition as to put a stop to what is commonly called 'graft.' With its nous fangs it has fastened upon th unfortunate culprit. No nemesis is so in-excrable, no fate more certain, than the punishment that awaits the convicted

celving its just reward in the loca where crimes have been detected, punitive methods are invoked with punitive methods are invoked with mer-cliess persistence, but the way to avert the evil in the future is to select those for trustees whose characters and lives are living examples of the best type of citizenship. Our large municipalities citizenship. Our large municipalities seem to offer the most fruitful field for "A recent election held in a large city returned to power a political organiza-

tion, charged in the past with maind-ministration, by so large a majority as to make us dispair of republican form of government. It was openly charged in the campaign referred to that many of the campaign referred to that many of the corporations controlling utilities of the city, and managed and owned by citizens standing high in the community contributed vast sums of money in order to defeat the election of a 'Reform Mayor.' The statement was made that this was done for the sordid purpose of escaping from taxation, and for tayors to be granted by a new administration. It is a matter for serious contemplation when men prefer to sacrifice principle for the few paltry dollars likely to be gained by such questionable methods. The public press in New York, with one or two exceptions, stood universally for good government, using their columns to protest against a change, and yet they failed to arouse public opinion. The near

test against a change, and yet they failed to arouse public opinion. The people evidently secured the desired result.

"People of any city or state can secure any form of government they wish, It rests with you to administer a severe lesson by action and by word toward these on by action and by word toward those who are bent upon disgracing themselves and the country to which they belong. This problem of "graft" looms up with frishtful mien. It is one of the grave dangers that confronts us as a nation,

"You will remember the story of the poor fisherman related in the Arabian Nights, who drew up in his net from the sea a caster covered with rust and slime and closed with the seal of Solomon. He took it in his hands, and, holding it to his cars, heard the voice of a spirit im-prisoned within, speaking in tones of enchanting sweetness and offering him, the poor fisherman, the scepter of power and

the command of all the riches hidden by arth or sea if he would release the pris oner. The fisherman foolishly broke the seal by which the wisest of men had concealed the enemy of mankind, and there came from the casket an unformed cloud which towered to heaven, and which at last condensed into an awful, malignant demon, who stood dilated to the skies. The fisherman lured this devil o his prison, closed the seal and hurled him back into the depths. There is laid upon you, and the men of this coun-try who are devoted to its interests, loyal to its hopes and aspirations, and who be-

eve in its future, a similar duty." Address by "Father of Trusts."

Charles Rantlett Filnt, known as "the father of trusts," was the next speaker of the evening. His subject was "The United States as a Commercial World Power." He spoke as follows:

"I appreciate the compliment of being asked to respond to this toast at a time when far-reaching policies are being dis-cussed, when great industrial changes are impending, when the United States has an opportunity of asserting itself as a world power in commerce tour own great profit and to the benefit

of the world at large,
"England is now absorbed in the dis cussion of fiscal policies. Chamberlain says: 'She no longer enjoys her one-time supremacy in the commercial world. She is being outstripped by her competitors. She is losing her old custon ers.' He advocates a radical change fro free trade to protection. He points to the success of the United States, ascr.b-

ing it largely to our protective policy.
"But, Mr. President, we succeed because of our mines of metal and coal, our great forests, the fertility of our soil, the variety and stimulus of our cli mate, our economical transportation, ou extensive territory and coast line, our common schools, and above all, because of the energy and intelligence of our penple, stimulated by a political and industrial system that encourages self asser-

dustrial progress? Because of the ob-stinate conservatism of English manufacturers, priding themselves on coninstead of seeking methods which make most directly for the end in view. Be-cause of the need of a better system of general and technical education. Beuse their trade unions are reducing he quality and productiveness of labo sisting upon the worst workman being paid as much as the best; by retarding

more profitable employment elsewhere "In the construction of the Westing bricks per day; under Stewart, the American contractor, 1,800 bricks were laid per day. The majority of the American wage earners recognize that a con-tinuation of their present high wages result is that at no time has one per cent of the American laborers been out on strikes; that we are getting increase. ousiness, our industrial exports being three times what they were to etter than wage earners buy lived, and now have on deno-

'Having vast undeveloped resource:

"The most serious danger which s our industrial progress is restriction of output, whether by 'trusts' or trade agreements to advance prices or by trade unions expecting to favor Trade follows the price; price dodouble those paid by our competit in the densely populated countries. How can we continue to pay high wages and successfully compete? There is only one way, and that is by a large output ough the highest development of spetralized manufacture.

"Hear what the London Spectator says: The output of the ordinary British work-man is 1 1-8; the German, 1 3-4; the Yankee, 2 1-4.'

"In the past we have been absorbed in domestic trade, in the development of the vast and varied resources within our own boundaries. While we were learning how to manufacture, we wisely reserved our home markets for our 'infant industries.' But now that our manufacturing capacity is nearly double our ome demand; that our large surplus of agricultural products is annually in-creasing; that our good times largely de-pend upon the export of the surplus products of our farms and factories, we products of our farms and ractories, we have arrived at a condition predicted by the farsighted protectionists of a half century ago, recognized by Evarts, Blaine and McKinley, when we must look beyond our own borders and become world merchants and manufacturers.

"Situated as we are, between the great intelligent people, working under the best conditions of modern methods, we are not only in the best position to sup-ply food for the densely populated dis-tricts, but to furnish manufactures, particularly labor saving implements and machinery, to other new and rapidly de-

now looks as if the United States would soon begin to cut a waterway through the wall which separates the Atlantic and Pacific. It proposes to do this without the assistance of other nations and give the shipping of the entire world the benefit of uniform tolls. While it is opening up these numerous highways of commerce, should it not remove some of the barriers to natural exchange of products? Without seriously prejudicing vested interests, should we not tend to freer trade? By that I do not mean the extension of reciprocity, a convenient makeshift, characterized by the greates American protectionists as the sewer pipe of protection. Reciprocity is an evolution of the protective policy. It is trading in tariffs, an attempt to extend the wall of protection around the trade of other countries. Demanding differential duties at the point of the high tariff

Senator Evarts predicted ten years ago that if we added to our tariff wall a tariff trading policy, it would excite a war of tariffs. His prediction has come true. Germany and France have already passed retaliatory tariff laws. They say, 'We must fight America with her own weapons.' A retaliatory tariff bill is be-ing formulated by a commission of thirty of the most eminent men of Great Britain. English statesmen are saying that 'while they throwe open their markets to us, our markets are closed to them'; that they cannot fight hostile tariffs

with free imports."
"We are confronted with new conditions. For years we have shut out English products. Now, for the first time, they are discussing the idea of shutting out ours. If they do, it will most seriously affect our farmers. Our exports of farm products are more than double the exports of industrial products. England is our largest customer. While there is a large free trade party in England, and

ern Canada is sufficiently near to us so that thousands of our farmers are going els were taken out of that Canadian Pacific Railroad last year. If there is a war of tariffs, we lose our hest customer for our wheat, and that sec-tion is sufficiently large, when developed.

tion is sufficiently large, when developed to supply the wheat importations of Great Britain.

"The economic position of the United States has greatly changed. Long after we had achieved our political independence we remained commercially and financially dependent upon Europe, a debtor nation, continuing to borrow money without any convenentating balmoney without any compensating bal-ance of trade. Our transition from de-pendence to independence has been the most important change in the history of most important change in the history of finance and commerce. As recently as 1896, in order to help to sustain the integrity of our currency, to help to restablish our credit seriously impaired by the advocacy of 50-cent dollars, we asked the London bankers to purchase our bonds. Only four years later our government credit was the highest in the world, and New York was buying British and other foreign bonds. Our halance of trade during the last six years, over three billions of dollars, is six times greater than during the previous cen-

"Uncle Sam is now in a position to tak a broader view of international commercial interests than that of a Yanker trader in tariffs, Let the United States,

The time for the reception had meet the give it. its strength and lead in working out the most favored conditions for universal in-dustry, as she led in solving the grand problem of representative government. Instead of rejoicing in passing tariff laws which shut out products that can be better be produced abroad, closing factories in other countries to the ruin of dependent densely populated districts, in high tariff prices which put a disproportion-ate burden of taxes upon our consumers, let us favor the free operation of natural laws. Let producers everywhere produce

Western Continental Europe. We have 70,000 soldiers. There are thirteen states in an area less than one-half of ours, each surrounded by a high tariff wall. porting 4.000,000 soldiers.

supporting 4,000,000 soldiers.
"They cannot sustain this burden and compete with the free trade countries

The progress of industrialism is destined to bring about a revolution of existing economic and social theories and prac-tices. Antiquated methods and inherited privilege will be relegated to the scrap privilege will be relegated to the scrap heap with other worn out machinery of the past. A commercial invasion will compel the soldiers to return from the barracks and the camp to the forge and workshop, and the people of Europe will ultimately get the benefit of individual liberty and industrial progress.

"Our national free trade and the industrial progress of Great Britain are impressive object lessons of the advantages of free interchange. If England now takes the back track by adopting the policy of protection, it will not be

the policy of protection, it will not be called the protection of 'infant indus tries,' but an admission of 'second child-

"The Englishmen of insight and foresight are, however, impressed with the ment of a non-partisan royal commission to consider the problem of their fiscal

policy and recort to Parliment.

"While there is a rapidly growing sentiment in Great Britain in favor of retaliatory tariffs, there is every reason to believe that England true to her past

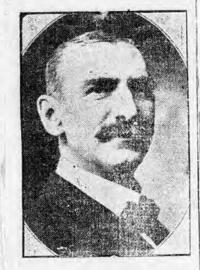
to believe that England true to her past as the most liberal of world traders would unite with the United States in working out the best industrial condition for the world at large—the free right to make, buy and sell.

"As the bricks are taken off the top of the tariff walls, and they should be removed gradually, exchange of products will increase. Greater volume will reduce freight rates. Through improved facilities for rapid communication and transportation, through the increasing of international business associations, there International business associati will be available in case of need a w will be available in case or need a world power against panies. Money and credit will be promptly massed at weak points to meet extraordinary demands. In-dustry will get the benefit of the skill. ellect and genius of all; our energies will be transferred from competition to co-operation; vastly greater than to-day will be the interlocking of world interests the best guaranters of peace and

The last speaker on the regular list was Corporal James Tanner, a profil-nent Grand Army man and former conmissioner of pensions. While his remarks were informal they were eloquent and entertaining. A particular appeal was made by Corporal Tanner to the young men at the banquet board. He referred in reminiscent tones to the days when Lincoln made his appeal for men to save the republic and the men came by the thousands. He told how decided the reset was with Spain the men to save the republic and the men came by the thousands. He told how during the recent war with Spain the young men had flocked to the army, and had marched up San Juan hill. If they didn't do as much as their fathers did he delay. young men had flocked to the army, and had marched up San Juan hill. If they didn't do as much as their fathers did, he declared that they did it splendidly. He ended with a stirring appeal to all young men to never despair of the republic, even though political orators might prophesy its downfall, for he occasion. They were done in booklet form, on large, hand-made paper; the printing in red and black ink. A handsome silver sonvenir, in the form of a pocket piece about the size of a silver delayer and bearing on one side the seal of the Chamber of Commerce and on the other the words of Souvenir Sixteenth Annual Dinner' and the date, The progenitation of the declared that no corporation, that no set of men or set of politicians could

nearer to 7 before the majority of the invited guests reached the hall. The reception was held in the large room in the basement, and for an hour befor dinner it was thronged with the leading men of the city and those who wished to meet them. Informal levees were held by T. B. Dunn. Rev. Dr. H. H.

Stebbins, Dr. Rush Rhees, Hon. George W. Aldridge, Hon. A. J. Rodenbeck, Hon. Henry C. Brewster and other



it gives us to see, in one large gather ing, the young men who are following us along the road and preparing to fill the positions that we must, at no very

The Table Arrangements

Shortly after 7 o'clock the party, which by this time numbered nearly system adopted by the Dinner Commi tee, the seat of each was readily found and without the slightest confusion. The tables for the members and their guests were arranged crosswise of the hall; while the long table, at which the upon a platform extending along the entire side of the hall. By this ar-rangement it was possible for every one in the room to see the speakers with turning more than his head and, at the completion of the repast, it was only necessary to give a slight turn to one's chair to be in full sight and hearing of

with ropes and roseites of evergreen and the walls were hung with tastefulwhole, when the guests were seated, making a very attractive picture.

Handsome Sonvenirs

Rev. Dr. H. H. Stebbins invoked the Divine blessing and the guests sat

while they are in a judicial frame of mind, should we not consider the advisability of tending to more liberal trade with our best customers? "We do not need to go of the advisability of the advisability of tending to more liberal trade with our best customers? "We do not need to go as far as India, Australia and New Zealand for an object lesson as to the effect of a retallatory tariff in Great Britain, Northwestern Canada is sufficiently page to the CHAMBER OF COMMERCE

Banquet at Colonial Hall Last Evening the Most Successful Function In the History of the Organiza-Brilliant Addresses by Eminent Speakers.

The 16th annual diarger of the Rochefter Chamber of Commerce held at Colonial Hall last night drew together "And now H. S. Draper, E. N. Curtice, Dr. V. A. Hoard, W. J. Trimble, H. F. Marks, Dr. E. H. Howard, H. H. Pryor, R. C. Kershuer, Romaine Pierson, E. G. Zieres, C. E. Rowen, H. C. Newcomb, David J. Roche, Dr. A. Dann, Dr. Charles G. Combs, C. H. Calmer, William P. Lamb, G. G. Macharson, Thomas P. Ford, A. B. Enos, F. Shaw

P. J. Cogswell, S. F. Chauser ton, Henry C. Moore, A. J. Townson, TABLE E-Edward, D. Chaple, A. Simoson, C. E. Lyon, H. C. Howlett, Charles Wolcott, A. M.

there contest themselves with sine

"America," "Marching The

ing "America." "Marching Through Georgia" and the "Star Spangiod Ban-ner." but when the orchestra played "Bedelia," "Good Old Summer Time" and "Down Where the Wurtzburger Flows" the 366 men showed their ap-preciation and at the same time their knowledge of light contemporary

music by singing verse and choruses, word for word as they are printed in the book and then encoring themselves

and the orchesica until the choruses and the orenesira until the choruses had been repeated many times. On the whole the dimer was a most enjoyable affair and one that will be long remembered by those present.

The Different Committees

The dinier committee having general charge of the arrangements consisted of George F. Roth, chairman

The ushers in charge were William C. Likly, chalman; F. H. Beach, Jr., E. W. Burton, H. C. Howlett, Joses W. Lindsay, Fred Morse, Henry M. Stern

by Moll's Orchestra and vocal music

by the Whitney Brothers male quar-

List of the Guests.

and Charles Wolcott.

Remarks by President Dunn was 9 o'clock when the dinner ended President Dunn spoke only briefly

The teastmaster, Hon. Charles E. Ogden, in introducing the first speaker, things and have an influence upon the industrial, professional and

a glimpse of their wider experience in the world's affairs, I extend, in behalf

"The Man of the Century"

"The Man of the Century" was the east responded to by Hon, W. R. Mer-lun, former Governor of Minnesota, out now a resident of New York. He

minere. He said

Bow for the industries and commerce

and system which, in many of its featse, bas come down to us from the wery

finding of our government, and has

ded to keep pace with other advances

governmental organization, I will en
vour to briefly show by means of ligs and a presentation of the conditions

to prevent in some other countries

tack we are accustomed to regard as

reverse of unterprising.

t is not all. Instead of being four pounds at 16 cents you are between Rochester amount as a sense of the cents of the cen

By Hon, Chas R. Flint Hon Charles R. Film spoke on "The

R. Lamberton, D. B. Murphy, George H. Perkins, Mon. A. J. Rodenbeck, John N. Rauber, Clinton Rogers, Rush Rhees, LL. D. R. A. Sibley, M. B. Shantz, R. B. Sherburne, F. A. Sterh-er, Frank Taylor, A. Vogi, John C. Woodbury,

CHAMBER OF COMMERCE. January Meeting Monday Night-Parcels

Post to be Discussed. The January meeting of the Rochester Chamber of Commerce will be hold in the rooms of the chamber on Monday night. At this meeting the matter of the alleged defects in the present parcels post system of the United States mail service, as ourined in the address of John Brisben Walker at the Chamber of John Brisben walker at the Chamber of Commerce din-ner on Thursday night, will be fully dis-cussed. James L. Cowles, of New York city, secretary of the Postal Progress League, will be present at the meeting and will speak.

Meague, will be present at the meeting and will speak.

The matter of the parcels post system has been under discussion for some time. It was up before the chamber about two months ago and was considered twice by the Board of Trustees before the chamber thought of inviting Mr. Walker to speak at the dinner. The members of the chamber than the dinner. at the dinner. The members of the cham-ber were not a little surprised when he an-nounced this topic for the subject of his address.

address.

The hill proposed by Colonel Albert A.
Pope, and now before Congress, provides
for "the consolidation of third and fourthclass mail matter under the title of 'mer-

chandisé,' and for the insurance of all mail matter against loss or damage." The bill also provides that the weight limit shall be increased from four to eleven pounds, with rates as follows: On parcels up to three ounces, one cent; more than three and up to six ounces, two cents; more than six and up to ripe, three cents; more than nine and up to twelve, four cents; more than twelve and up to one pound, five cents; for each additional pound or fraction thereof, two cents. The rate on an tion thereof, two cents. The rate on an eleven-pound pareel shall be twenty-five cents, and no parcel shall be more than three and one-half feet is length or occupy

wares, owing to certain restrictions in the

BIG COMPANIES

Parcels Post Would Hurt Express Business.

COMMITTEEMEN CAN'T AGREE

Chamber of Commerce Members Appointed to Take Up Subject Unable to Decide Upon a Report.

At the January meeting of the Roch ester Chamber of Commerce on Monday night, the matter of the alleged defects in the present parcels-post system of the in the address of John Brisben Walker, last night, is to be discussed. James L. Cowles, secretary of the Postal Progress league, has accepted an invitation to ad-dress the meeting. The immediate ob-ject of the league, as stated by Mr. tion of mail matter on the basis of cost of the service; the reduction of postal rates; the enlargement of the parcels post; free delivery, house to house, within the entire domain; the extension of domestic rates to foreign business; pos-tal insurance of all matter; postal cur-rency for the payment of small acounts

Some time ago the Chamber of Composed by Colonel Albert A. Pope, and now before congress, "for the consolida-tion of third and fourth class mail mat-ter under the title of merchandise and for the insurance of all mail matter against loss or damage," was first made public. The bill provides that the weight limit shall be increased from four to eleven pounds with rates a follows: On parcels up to three ounces, 1 cent; more than three ounces cents; more than nine and up to twelve ounces, 4 cents; more than twelve ounces and up to one pound, 5 cents; for each additional pound or fraction, 3 includes free delivery and colle

A committee headed by Henry B. Hathaway was chosen to investigate the provisions of the Pope bill and report back to the chamber. Mr. Hathaway, conversation with a reporter for The system to the point of utility to which i has been brought in England and Ger-many. That it would bring about a great reduction in rates, now paid to the express companies there could be little question, but, on the the postal department and add to the deficit. It would also practically ruin the express business. Because there was so much to be -said on both sides, Mr. Hathaway intimated that the conv was experiencing some difficulty in arriv ing at a conclusion in the matter and would not be prepared to report at the

"To adopt the English parcels post system in this country would be far more expensive than it is in Great Britein, for the reason that distances here are so much greater," said Mr. Hathaway

Following is a statement recently is-sued by the Postal Progress league: "As long ago as 1898 the Mer anis' aslarge amount of every dollar faid by the merchants, manufacturers and shippers of New York state for express service was exorbitant and exacted to pay monstrous profit on an unrestrained me nopoly—a profit of from 150 to 175 pe cent, per year on the actual express in vestment

"These are the charges that you pay, bu "These are the charges that you pay, but many of your strongest competitors are fevored by discriminating rates and pay less. The express companies sometimes value their terminal services as low as a cents for individual shipments, and sometimes as high as several dollars for precisely the same work. The variations shown in their terminal charges upon a package of one hundred pounds are twenty-nine hundred per cent. —30 cents for the two terminal charges at New York and Yonkers: \$8.70 for precisely the same ser vice at New York and San Francisco."

Those opposed to a parcels post claim

THEY TOOK ISSUE JAS. L. COWLES ABDRESSED CHAMBER OF COMMERCE

REGARDING POSTAL LAWS Sharply Arraigned Prominent Officials-Members of Chamber Did Not Relish His Sentiments But Pres. Dunn Relieved the Situation.

bum, at the regular meeting of the Cham-ber of Commerce last evening, to the effect that political discussions are foreign to the objects of the chamber, and that a speaker was cutilled to thanks for the presentation of his chamber. of his views on a given topic, regardless of the sentiments of the members, cleared what

for the extension of the parcels post system has been before a committee of the chamber for some little time. Last evening James L. for some little time. Last ovening James L. Cowles, secretary of the Postal League, addressed the chumber at some length, advocating the adoption of the idea of the parcels post, as recognized in some countries of Condinental Larope. He reviewed the increase in parcels post business as carried on in Germany and other countries, and argued strongly in favor of its broadest adoption in the United States.

Mr. Cowles was very compliable and entire shaded in its advocacy of the parcels post.

ing congress at Rame. He also criticised the action of Representative Lond, or Cali-fornia. The school remains from New York, Mr. Plati, was also censured, as the head of an express company. In the course of 10 address Mr. (owles said:

In response to an luvitation to ask que-In response to an invitation to ask ques-tions, President buint inquired if the plan proposed would not eliminate the middle-nen. Mr. Cowles admitted that it would re-sult in many changes in present methods of doing business, but contended that, in the end, it would be for the benefit of all, par-ticularly the farmer.

the parcels post as cutlined by Mr. Cawles, were carried out, it would place the business of the country in the hands of a few great houses, and would kill all lusiness to small fities and towns, as they would have no di

In reply Mr Cowies said he favored the awnership by the government of all railways

"Then," said Mr. Brewster, "would be not Mr. Cowles said it was Im

was a very broad one and perhaps it would be well to look into it by way of experiment. In believed that, if the merchant or middle-man a fied to the cost of a commodity on its

the foreward said that he did not wish the chamber to go on record us in any way indersing certain attacks which had been made by the speaker upon public officials.

President forms said that politics had so part in the deliberations of the chamber. The speaker had presented the matter, from his own point of view, for the information of the members, and a vacc of thanks, rethe subject of the address would, he thougat, be in order.

While it was apparent that a large sum-

President Dunn's view was accepted, and Mr. Cowles was given a unsalmous vets of

The marring then adjourned, and later the members partook of the usual club tunds.

A NATIONAL ISSUE Establishment of Parcel Post Campaign Question of 1904.

SECRETARY COWLES' ADDRESS

Declared Before Chamber of Commerce Last Evening That the Fight Was on Between the Postoffice and the Representatives of Express Companies in Congress.

"The establishment of a parcel post will be one of the great and paramount issues in the coming Presidential cam-paign," declared Secretary James L. Cowles of the Postal Progress League before the members of the Chamber of Commerce last evening, at their firs monthly meeting of the new year, "It is to be an issue," he declared, "between the United States postoffice and the United States express companies. Shall the United States postoffice absorb the express companies or shall the express companies absorb the postoffice?

"Your Postmaster General has declared against the fourth class mall matter and has told me recently that the postoffice was invading the field of the express panies. He says if he had his way, the postoffice would offer far less facili-ties for the carrying of packages than it Joes. He declares that he will use all is influence to curtail the extension of he parcel post; and he is backed up by ill the railroads in the country, the ex-ress companies and by the President

"I am making no mistake when I tell you that this is to be a great issue. It is a fight against the railroads and the carrying companies, which have been encarrying companies, which have been enjoying rights of extortion from the people for years. The parcel post has been
established in practically every other
civilized country in the world. The countries of Europe all have it, and yet the
United States opposes it.
"How is it to-day with your express
companies? They charge all that the
records and the teaffer will stand. The

ople and the traffic will stand, costoffice charges the people what the actual transportation costs. I will tell you an arrangement with the foreign companies that the American express companies has entered into. The coreign companies charge 25 cents to bring packages up to a certain weight this country. They turn these packgner is thus enabled to secure cheaper ress rates than our own people here

"The express companies in this coun-ry make from 40 to 50 per cent profit in the carrying business. What is there to prevent them from making more? With such men as Eugene Loud of California to fight for them they are able to gain what they wish. In 1885 the greatest parcel post system ever known was established in this country. That sys-tem is known as the Publishers Post. It was passed to protect the publishers of the country from the trusts. Before it was passed the railroads of the country and the express companies were able to prevent the dissemination of literature by exorbitant rates. The Publishers' Post established a uniform rate of one cent a pound on all periodicals. This bill, more than any other, has provide

he railroad and carrying companies.
"Yet in 1896 Mr. Loud of California arought a bill in Congress attacking the publishers' Post and tried hard to put He attacked the system because the rill-roads of the country were not able to control the periodicals of the country un-der the one cent a pound rate. He was the agent of the Southern Pacific Hail-road Company. This is the man, how-ever, whom President Roosevelt has ap-pointed as the representative of this country at the great World's Postal Con-gress that is to be held in Rome in March. At that congress he will oppose the extension of the parcel post and the establishment of a reciprocal postal convention. He will go there as the

agent of the express companies.
"What the Publishers' Post has don "What the Publishers' Post has done for the country, the establishment of the Parcel Post will do in a greater degree. The low one-cent-a-pound rate established for periodicals has been found more than necessary to meet all carrying expenses. As a result the express companies have been underbidding the

companies have been undermining or government and have been carrying periodicals for one-half a cent a pound.

"The parcel post will do more to stimulate the business of this country than any other measure that has passed Congress in years. It will bring to the farmer and the business man the opportunity to ship his goods to the consumer at a fust graving rate. to ship his goods to the consumer at a just carrying rate. Your back counties in this state, where the census shows that the population is growing smaller, will begin to increase in population. This will be the case in New England and in the West. The depopulation of the country districts and the duliness of trade is due to the lack of means of transportation. If your merchants here in Rochesdue to the lick of means of transportation. If your merchants here in Roches ter could transport their goods to the farmers in the surrounding towns at a fair rate their business would increase

"With all the blessing that the rural free delivery has been to the print of the found of the Countries of Europe. The those in power are trying to do any system so that it will bring to is to extend and enlarge the rural feed delivery system so that it will bring to the found rural form of the future packages of all sizes and premoted the establisment of the Inter-

the farmer packages of all sizes and merchandise of all descriptions. "The National Grange has declared for the parcel post. In New York, Pennsylthe parcel post. In New York, Pellasyivania and Michigan, the largest grange states, the farmers are out now doing everything for the establishment of the parcel post. Albert A. Pope has introduced a bill into Congress to establish the parcel post. That bill must be passed. If it is voted down the men who are respected by the first documents. e responsible for its defeat will never he re-elected. The best interests of all the people demand the establishment of better carrying system. Discrimination n freight rates has created the greatyrannical trusts of this country. The ircel post will do away with discrimina tion in freight and express rates. When it is established, the small shipper and the poor farmer will be able to enjoy the ame transportation rates that the great-

THE POST EXPRESS

WORK FOR CITY URGED BY DUNN

President of Chamber Asks for Greater Activity.

OTHER TOWNS MORE AGGRESSIVE

Head of Rochester's Organization of Business Men Evidently a Firm Believer in Advertising.

At the January meeting of the Cham-ber of Commerce, last night, President Thomas P. Dum took up the matter of extending the membership and scope of the corporation and in an informal talk expressed his thanks to the members for the esteem and confidence of the cham-ber as manifested at the annual meet-

Ing.

Mr. Dunn said that only a hundred or so of the members of the chamber toke a proper interest in its welfare and laboring for its advancement. The remainder of the membership is fluctuating. Mr. Dunn urged the members to work to increase the membership, of the

Mr. Dunn drew the attention of the members to the methods of the Cleve-land chamber. Of course, he said, there could be no real basis for comparifor the reason that Cleveland is twice the size of Rochester. The Cleveland chalmber has a membership of 1,500. The entrance fee is \$100, with \$20 a year dues. As a result of this ample income the Cleveland chamber is in a position to advertise the city's advantages to the commercial world.

The Cleveland chamber has a large committee constantly at work a rength-ening the membership. A large arcportion of its members are professional men and the heads of departments of big commercial enterprises in Cleveland.

Speaking of advertising, a member of the chamber told a reporter for The Post

Express this morning that it was becoming imperative to have some method of properly advertising the great natural advantages of Rochester as a site for manufacturing enterprises. Said this

man:
"You rarely take up a magazine or
periodical these days without being confronted by a big advertisement booming Cleveland as a manufacturing center. I understand that the Cleveland chamber devotes no inconsiderable amount of its revenues to this purpose. The plan ha worked so well that many other cities are adopting it. Among these I call to mind Worcester, Mass., and William-sport, Pa. Situated here between the tive East and the hustling West

idifferent."
"Shall the United States post-office absort the express companies or shall the exprecompanies absorb the post-office?" will be one of the issues of the presidential can yass, declared James L. Cowles, of New York, secretary of the Postal Progres engue in an address at the meeting of the number last night. Mr. Cowles said that the agitation of a parcels post is a fight ogainst the railroads and the carrying

The parcels tost," said the speakus been established in practically eye other divilized country in the world. The countries of Europe all have it and yet the United States opposes it. The parried pos-will do more to stimulate the business of this country than any other measure that has passed courress in years. It will bring to the farmer and the business that the opportunity to ship his goods to il consumer at a just carrying rate. Your nack counties in this state, where the cen-sus shows that the population is growing smaller, will begin in increase in popula-tion. This will be the case in New Eng-land and in the West. The depopulation of the country districts and the dullness of trade is due to the lack of means of trai

Mr. Cowles gave an interesting ac

tries that have adopted it are Germany, France, Switzerland, Belgoum and Aus-tria. The speaker urged that America's tion in Rome next March by instructe to make arrangements to have this country admitted to the union. As a result of the operation of the union, the French, the Swiss and the Belgians exhange thirty-two pound parcels for 30

In 1878 Dr. Steffen began his agitation for the adoption of a parcels post in Ger many, where it operated so successfully that it has been adopted throughout Europe. One valuable phase of the sys-tem is the insurance arrangements. In this country postal insurance is given only up to \$10. Under the purcels post system it is practically unlimited. In Europe it is customary to send valuable jewels by parcels post after they have been insured. In reply to the stricture that the parcels post was only a scheme to favor the big department stores. Mr. Cowles declared that it was not these rests that had formed the Postal

Progress league.
"It is the manufacturers, farmers and small storekeepers who are behind this morement because, through the express monopoly they are now shut out from equal opportunities with the other Lig shippers," said the speaker.

Answering the charge that the parcels

post will be too expensive, the speaker de-clared that it would mere than make up for its cost in the increased value of joint. The rural delivery system, ne declared, was

dieals had come to be dissempated about the country as they never would have been had the reduction not been under. The ex-press companies, he exid, had tried to kill the measure by underbloing the postal de-

partment and were now carrying maga-zines at a cent a pound.

Other things Mr. Cowles a Recated were the extension of the domestic postal totes to Europe and travelus post-offices that would distribute the mails from time to stead of "loading mea down like pack blorses." Postal savings banks he also at-

vocated.

While it was amounted that many of the members dissented from some of the secureties of the speaker, a motion to account ilm a vote of thanks was carried unant-

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Address

JAN 8 1904 EX-GOV. MERRIAM ON THE PERILS OF GRAFT

Urges All Good Citizens to Unite in Checking the Evil.

One of the Grave Dangers That Confronts the Nation-O. P. Austin Discusses the Growth of American Commerce.

ROCHESTER, N. Y., Jan. 7 .- The perils of graft were pointed out in an address delivered this evening at the annual din-ner of the Chamber of Commerce by Will-ium R. Merriam, ex-Governor of Minnesota,

and now a resident of New York.

Mr. Merriam, who responded to the toast,
"The Man of the Century," said:
"Official peculation has been so common in the last year or two among those who have been intrusted with responsible posi-States, as to cause a well-founded alarm in the minds of a large number of our citi-zens. At this particular juncture the pros equing attorneys in no less than twelve States and Territories of the Union are igainst those who have been neglectful

intrusted to them in behalf of the public.

'The Attorney General of the United States is to-day engaged in bringing to jusstates is to-day engaged in oringing to jus-tice the perpetrators of fraud in the several departments of the Government. The Leg-islatures of the States are thronged with lobbyists in the interests of corporations and individuals. The managers of impor-tant interests justify their action in bribing the servants of the people on the ground

tant interests justify their action in bribing the servants of the people on the ground that for protection they are compelled to pay, and to avoid unjust burdens are forced to submit to a species of blackmail.

"Corruption seems to have touched with its tainted fingers not only the togs of the senator and the ermine of the Judge, but officials in almost every branch of the public service. Burke, in his famous arraignment of Warren Hastings, says: the who

Jeffries, and Hastings all fell vict that cupidity which is a rare trait i national character. Among American has been essentially uncommon, and great rush for wealth and anxiety for play has forced upon many well me men necessities at the expense of

ing to arouse the public conscient ng to arouse the public conscience to such a condition as to put a stop to what is nmonly called 'grait.'
People of any city or State can secure

any form of government they wish, It

any form of government they wish. It rests with you to administer a severe lesson by action and by word toward those who are bent upon disgracing themselves and the country to which they belong. This problem of 'graft' looms up with trightful milen. It is one of the grave dangers that confront us as a Nation, and the public conscience should be aroused to check this growing etil."

"The Development of Our Commerce," was the toast to which O. P. Anstin, Chief of the Burcau of Statistics of the Department of Commerce and Labor, responded. In the course of his remarks he said:

"The Internal commerce of the United States was in 1870 \$7,000,000,000, and in 1900 it was \$20,000,000,000. With this definite basis of \$20,000,000,000 in 1900, and knowing what rapid development has occurred in all allness during that period, we may safely and conservatively put the internal commerce of the year 1803 at \$22,000,000,000, as um which actually equaled the entire international commerce of the vortal in that year."

He said we may assume that our power

ear." He said we may assume that our power

Jean and a recent investigation which I have made assures me that groundly articled when the satisfaction of honor of the field of the continuity of the satisfaction of the field and (2) are the countries which are concerned are, then: (1) Are the producing countries likely to drive us out of the field, and (2) are the countries which are now taking our products of the farm or factory likely to exclude them by adverse legislation or hostile rullings?

"To both of these questions I am incellined to return a negative reply. The only article about which we need seriously inquire as to "ivalry of production then is wheat, and a recent investigation which I have made assures me that we need have no serious difficulty on that ground. In concluding Mr. Austin said there should be a ship canal from the Atlantic to the Lakes. After indorsing the Isthmian Canal plan he said canal, which I hope to see our Government undertake, and that, too, so the very hext step after the compliance of the one upon the Isthmus. And the Great Lakes of the United States which howssels which now sail the Atlantic will move steadily westward past your very doors, making this City of Rochester a searol landing at Buffalo and Cleveland and Detroit and Duluth and Chicago, and thus making that most productive section of the world a great ocean frontage."

Charles R. Film delivered an address on the control of the control of the control of the world a great ocean frontage."

Intended for

"O wad some power the giftie gi'e us To see oursel's as ithers see us." THE SUN, FRIDAY, JANUARY 8. 1904.

NEW YOR STRONG PLEAFOR FREER TRADE

CHARLES R. FLINT ARGUES FOR COMMERCIAL EXPANSION.

In a Speech at the Rochester Chamber of Commerce Banquet He Says We Must Knock Brick After Brick From the Tariff Wall to Avoid Commercial War.

ROCHESTER Jan. 7 .- At the Chamber R Flint of New York city delivered an address on "The United States; a Com-mercial World Power" He said in part

mercial World Power." He said in part
The most serious danger which threatens
our industrial progress is restriction of output, whether by "trusts" or trade agreements
to advance prices or by trade unions expecting to favor labor. Trade follows the
price; price depends upon cost; 70 per cent,
are double those paid by our competitions
the densely populated countries. However,
we continue to pay high wages and successfully
compete? There is only one way, and that
is by a large output through the thickes,
development of special machiners
development of special machiners
Hear what the London British workman
is 1%; the German, 1%; the Yanker, 2%."
In the past we have been absorbed in demestic trade, in the development own bounand varied resources within our own boun-

Sam is now in position to take a view of international commercial athan that of a Yankee trader in turiffs. Entited States, the richest nation yorld, rise in its strength and leading out the most favored condition creal industry, as she led in solving d problem of representative governmented of the strength and the state of the solving of the strength of the stren alversal industry, as she led in solving frind profile of representative govern-Instead of rejoicing in passing tariff, which she out products which can be a produced out products which can be produced to the rule of dependent dy populated districts; in high tariff s which put a disproportionate burden was upen our consumers, let us favor recoperation of natural laws. Let prose everywhere of actual laws they can be commerce clause, one of the most one of the most one provisions of our constitution, profit in the conditional free trade. It is by far the set volume of trade, it is by far the set volume of trade in the world considure the conditions of absolute free. A free exchange of products amount timinally to over two by billions of decinal in amount to the burder the conditions of all the leading countries and imports of all the leading countries ed as conditions have changed, products among the changed of the conditions have changed, products among the changed of the conditions have changed products among the changed of the conditions have changed products among the changed of the ch

ties.

Dur national free trade and the industrial beress of Great Britain are impressive jeet lessons of the advantages of free interance. The England now takes the back lock by adopting the policy of protection, will not be called the protection of "infantializing," but an admission of "second ildhood,"

the bricks are taken off the top of the walls, and they should be removed ally, exchange of products will increase

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N. A. Carella

JAN 8 1904 FOR OCEAN-LAKES CANAL.

O. P. Austin Favors One at Rochester Dinner.

Rochester, Jan. 7.—The annual dinner of the Chamber of Commerce was held in Colonial Hall this evening. Charles 1, Ogden acted as toastmaster, and grace was said by the Rev. H. H. Steh bins. The list of speakers and addresses follows: Introductory remarks, Thomas B. Dunn, president of the chamber: "The Man of the Century," Will-lam R. Merriam, of New-York; "The Aid Which the Postoffice Department Can Render Commerce,"
John Brisben Walker, "The United States a Commerchal World Power," Carles R. Flint, "The
Development of Our Commerce," O. P. Austin. collef of Buresu of Statistics of the Department of Commerce and Labor. About two hundred and seventy-five guests were present. Letters of regret were received from several prominent men who were unable to be present.

Mr. Austin, after discussing the desirability building the Panama Carai, sald:

building the Panama Carel, sald:

And now just one word more. I have spoken of an isthmion canal and of the value which, on completion, it will prove to our commerce. But there is one other great improvement, one other great canal, which I sope to see our government undertake, and that, teo, as the very next step after the completion of the one upon the isthmus. And that is a slip canal which shall connect the Great Lakes of the United States with the Atlantic Ocean, a constitutional which when vessels which move sait the Atlantic will move stendily westward past your very doors, making this city of Rochester a seaport city, passing on into the Great Lakes and builth and Chicago, and thus making that most producive section of the world a great ocean frontage.

ly populates countries. How can we can any high wages and successfully compete? only one way, and that is by a large, our-ught the highest development of special, y, made possible by centralized manu-

actinery, made possible by centralized manu-leture. Uncle Sam is now in position to take a broader ew of international commercial interests than at of a Yankee trader in tariffs. Let the United ates, the richest nation in the world. Fise in its rength and lead in working out the most favored inditions for universal industry, as she led in small the grand problem or representative gov-ment. Instead of reloteing in passing tariff was which shat out products which can be better reduced abroad, closing factories in other coun-leas to the rule of dependent densely populared stricts, in high tariff prices which put a dispro-pritonate burden of taxes upon our consumers, the favor the free aperation of natural laws, of producers everywhere produce what they can

"O wad some power the giftie gi'e us To see oursel's as ithers see us."

NEW YORK

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FOR FREER TRADE.

Charles R. Filint's Argument for Commercial Expansion.

Charles R. Fliat of this city, is an address at the Chamber of Commerce banquer in Rochester, N. Y., last night, said:

in Rochester, N. Y., lest night, said:

The most serious danger which threatens our industrial progress is restriction of output, whether by Trusts or trade agreements to advance prices or by trade unions expecting to favor labor. Trade follows the price; price depends upon cost; 70 per cent. of cost is labor. Wages in the United States are double those paid by our competitors in the densely populated countries. How can we continue to pay high wages and successfully compete." There is only one way, and that is by a large output through the highest development of special machinery made possible by centralized.

manufacture.

In the past we have been absorbed in domestic trade, in the fevelopment of the vast and varied resources within our own houndaries. While we were learning how to manufacture, we whely reserved our home markets for our "infant Industries." But now that our manufacture granular processing

maintanture, we where tearning how to maintanture, we wheely reserved our home markets for our "infant Industries." But now the our manufacturing enpacty is nearly double our home demand; that our large surplus of agricultural products is animally horeasting, that our good times largely depend upon the export of the surplus products of our farms and factories, we have arrived at a condition predicted by the farsighted protectionists of a ball contury ago, recognized by Evarts. Blaine, and McKinley, when we must look beyond our own borders and become world merchants and manufacturers.

It now looks as if the United States would soon begin to cut a waterway through the wall which separates the Atlantic and Pacific, While it is opening up these numerous highways of commerce, should it not remove some of the barriers to natural exchange of products? Without seriously projudicing vested interests, should we not tend to freer trade? By that I do not tend to freer trade? By that I do not mean the extension of reciprocity, a convenient makeshift, characterized by the greatest of American protectionics as "the sewer pipe of protection," Reciprocity is an evolution of the protective policy. It is trading in tariffs, an altempt to extend the wall of protection around the trade of other countries, demanding differential duties at the point of the high tariff revolver.

duties at the point of the high tariff revolver.
Senator Evarts predicted ten years ago that if we added to our tariff wall a tariff irading policy it would excite a war of tariffs. His prediction has come true. A reinflish result of the most eminent men of Great Britain. Germany and France have already passed retailsatory tariff laws. Uncle Sam is now in position to take a broader view of international commercial interests than that of a Yankee trader in tariffs. Let the United States, the richest nation in the world, rise in its strength and lead in working out the most favored condition for universal industry, as she led in solving the grand problem of representative government. Instead of reforementating in passing tariff laws which shut our products which can be better produced absorders; in high tariff prices which put a disproportionate burden of taxes upon our consumers, let us favor the free operation of natural laws. Let produces exheapest and best.

THE UNION AND A BIG DECREASE IN BUILDING

OPERATIONS

Labor Troubles Caused Enormous Falling Off the Past Year.

Business in This Trade Was More Than One Million Dollars Less Than in the Year Previous.

Official Figures of the Fire Marshal Giving a Comparison of Building Operations for Several Years.

Fire Marshal Walter has filed with Commissioner Gilman his annual report showing the building operations in this city for the year ending December 31, 1903. The official figures show an enormous falling off in building from the year avevious due to strikes and labor troubles. While the building operations had increased steadily every year from 1898 up to 1902, last year there was a falling off of over \$1,000,000 as compared to the year previous. This gives a tangible idea of what labor troubles have

In introducing his report Fire Marshal Walter calls attention to the conditi

as follows:
"The great falling off the past year was due principally to labor troubles and the high price of building material. The amount expended in 1902 exceeds 1903 by \$1.059,571.

"The largest number of buildings were erected in the Seventeenth ward, 63 in number. The Eighteenth is next on the list with 62, the Nineteenth is next on the list with 62, the Nineteenth with 61, the Tenth with 59. The largest amount expended for building was in the Twelfth ward, 49 new buildings at a cost of \$265.

ward, 49 new buildings at a cost of \$265.520.

"The prospects for building operations the present year are very flattering. If no labor troubles arise, the present year will probably exceed all previous years."
The table showing the amount of building in the city for the past six years follows: 1898, \$1.394.000; 1839, \$1,467.048; 1900, \$1,680.178; 1901, \$2,205,344; 1902 \$2,913,-142, 1903, \$1,852.571.

The total number of new buildings erected in the city in 1902 was 550, and the remodeled buildings 244. The total cost

remodeled buildings 244. The total cost of remodeled buildings was \$158.799 and the cost of new buildings was \$1.694,772. the cost of new buildings was \$1,694,772. The number and kind of buildings for which permits were granted were as follows: Brick buildings, \$6; stone buildings, 1; fire-proof, 3; brick and frame, 8; frame, 450; stone and frame, 2; brick buildings remodeled, 52; frame buildings remodeled, 52. The largest amount of building was done in April, with May July and March closely following. Considerable was done also in September siderable was done also in September and November. The least was done in

August Estimated cost of building and remod eling is given by wards as follows: First, \$102.130; Second, \$74,000; Third, \$80,-030; Fourth, \$37,335; Fifth, \$82,625; Sixth, 030: Fourth, \$37,335; Fifth, \$82,625; Sixth, \$215,900; Seventh, \$35,410; Eighth, \$28,500; Ninth, \$39,436; Tenth, \$132,175; Eleventh, \$22,325; Tweifth, \$275,590; Thirteenth, \$51,432; Pourteenth, \$76,360; Fifteenth, teenth, \$32,751; Sixteenth, \$16,91; teenth, \$91,094; Eighteenth, \$15,9919; Nine teenth, \$133,335; Twentieth, \$138,640.

New buildings are given by wards as ollows: First, 5; Second, 5; Third, 14 New buildings are given by wards as follows: First, £; Second, 5; Third, 14; Fourth, 9; Fifth, 30; Sixth, 14; Seventh, 17; Elgnin, 12; Ninth, 5; Tenth, 52; Elevinth, 13; Tweifth, 49 Thirteenth, 9; Fourtieenth, 38; Fifteenth, 10; Sixteenth, 16; Seventeenth, 63; Elghteenth, 62; Ninefeenth, 61; Twentieth 53;

teenth, 61; Twentieth, 53.

Business transacted during the year by the fire marshal's office is summed up as follows; Number of buildings inspected during the year, 1;23!; unsafe and defective buildings repaired, 38; unsafe buildings condemned and removed, 271; awaiting removal, 2; fire-escapes ordered excited, 67; fire-escapes erected, 18; fire-escapes inspected, 105; fire-escapes ordered repaired, 20; complaints investigated, 456; elevators inspected, 31; dangerous electric wires removed, 12; plans aubmitted for approval, 599; plans approved, 591; plans returned for correctproved. 591; plans returned for correction, 54; permits graded for storage and sale of combustibles and explanations on ing permits granted, 801.

Sixth Annual Function Surpassed All Previous Dinners in Appointments, Menu, Decorations and Speakers.

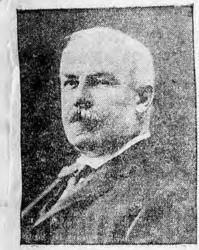
Henry J. Moore, Eric C. Moore, J.

The Credit Men's Association has fair- other tables: ly entered the field with the Chamber of Commerce as the promoters of social functions where the business men of the annual dinner of the association, held at the Eureka Club last evening, compared very favorably in all points with the banquet of the older organization of business men at Colonial Hall two weeks

In Appointments, decorations and couvenience the Eureka Club furnishes a banqueting hall that surpasses any large assembly hall in the city where public banquets are given. Last evening the toast list was of unusual excellence. There were only three speakers, but all of them contributed a high order of elo-quence. There was not a prosy speaker or a dull sentence. Wit flashed alter-nately with eloquence and the ensemble was a most delectable oratorical com-

Fine List of Speakers.

Ex-Judge John D. Lynn as toastmas



Joseph Farley.

the younger orators of the country. He and suffered little by compactson. His is the eloquence of the entriest into who on one occusion stampeded a Democratic state convention and almost carried it off its feet. Ex-Senator J. Slout Fasset is no stranger to Hochester. He is graceful, entertaining in his lighter modes, and at all times worth listening to. The third speaker, Congressman J. Adam Bede of Duluth, Minn., was a stranger to all present but he had a large each to all present, but he had a happy, easy, offhand way that caught the audience and kept them entertained from start to

It would in its entirety have been dif-ficult to have presented a toast list that furnished a more pleasant post prandial ntertainment; some dinner committees

of the Chamber of Commerce might take a few leaves from the book of the younger association at this point.

There was a reception last evening, continuing until after 7 o'clock, when the guests, nearly 300 in number, marched upstairs to the banqueting hall.

The decorations were the most clab-

The decorations were the most elaborate of the sort ever seen at a public dipmer. The nutional emblem furnished the entire color scheme, but the prefusion of red, white and blue bushing with its festooning and artistic arrangement was notable. Moll's Orchestra was hidden on a bank of potted flowers. The speakers table ran at right angles to the other

Guests at Speakers' Table.

Following were the guests seated at the speakers linbs:
J. M. Ives, P. Preseni, P. A. Vay, I. D.
Kingsbury, L. D. Lewis, Rev. E. P. Olmstead, Dr. W. R. Taylor, W. E. More, Lee Richmond, G. M. W. Bills, E. Rob-Hit, George G. Ford, L. S. Foulkes, George B. Watklis, John H. Gregory, A. E. Nelson, D. B. Murphy Hon, W. E. Werner, L. P. Ross, W. A. Predergast, Hon, Thomas Carmody, Hon, James G. Cutler, Dr. Rush Rhees, Hon. J. Sloat Fassett, Joseph Farley, Hon. J. D. Lynn. Hon. J. Adam Bede, Rev. E. P. Hubbell, Hoo. A. E. Sutherland, C. E. Meck, A. H. Burt, J. P. Varnum, J. H. Lempert, H. Edgerton, W. R. Peters, George Molley, J. Atlen Farley.

Other Guests Present. These were the guests scated at the greater than during the previous cor-

Made Introductory Speech.

Grace was said before the banquet by Grace was said before the banquet by Rev. E. P. Hubbell, and after the board was cleared Joseph Farley, president of the association, rapped for order and made the introductory speech. Mr. Far-

imade the introductory speech. All, Farley said:

"There are some things in this world
better even than gold." A good name is
more to be desired than great riches.
Good credit means, above all things else,
a good name; and first and foremost,
as credit men, we should impress on
those we come in contact with, that it
is indeed the pearl of great price. Its
possessor at some time, sooner or latter,
finds it his most valuable asset. How finds it his most valuable asset. How often it has averted disaster we all know. Is it not obligatory on us to emphasize more than we do, that integrity and real manhood are as much, and even more to be esteemed than mere monied worth?

"Money, lands and chattels are translent, but a good name can be preserved, and it is up to every man to keep it. How much it means in time of financial distress many a man knows. His credit has been his deliverer and proved to be to him, indeed, a strong tower and fort-

Honesty in Business.

"If character is the all important test of credit, would it not be well to really make it to by creating a sentiment in the business world that would make a help make it so, more than the abroga-tion of all laws and courts for the collection of debts, by process of law, Why should the people be taxed as they are for the support of courts for such a purpose? Much litigation and the expense trouble they are now put to. The class of debtors who furnish business to the courts would be eliminated: they would not obtain credit favors. The men with-out credit would be fewer, and the posttion of the credit men for pleasanter

sake, but many are honest because on the whole, they think it the best policy; necessarily be honorable and fair as he ought to be. We all wish to be well thought of, and it is a laudable ambition, but have we the right to expect others to exact of him and of his house. A containe and consideration where his behing deserves it, and insist on his he expects of himself? It is some times well for a man to take a just inventory of himself, and if he does so fairly. It will help him to know how to deal with others' weaknesses. Justice, in a certain degree, is contagious; and the fair credit fluences and helps others to be like him. ee to exercise, is not always easy to stermine. But one thing is sure, and

rlooked and kindly called to the at-

nitted. How often discount privileg

en do, and mistakingly, too, that the

fair treatment either gets it or drops the account, as it should; in the long

in it is a winner and is thought more f by the very ones who strive to un-alrly impose on it.

Force of Public Sentiment.

We are often torgetful of our du

by looking at the present gain, rather than to the future benefit advantage. Every time we insist on fuir dealing, we

e not only doing the right a servi

but making it easier and pleasanter for the business world at large. We are helping create a public sentiment that

gradually becomes potent and effective

ized that it was just as desirable to be

to bring a community to by the force of

low extraordinarily effective such a nubile sentiment can be. During the war, and for all the period thereafter when the national currency was at a discount, the Pacific coast refused to

abandon the gold basis, despite the legal tender laws of the Polited States. Thus, at one period, a Pacific coast debtor

ould have relieved himself of all in

debtedness for one-third of the amount which that indebtedness figured in gold. It is a noteworthy fact that instances

"To 'greenback' a man was the un-

forgivable commercial offense. A man

er and paid him in depreciated currency

(ell exteemed, away from home as

o abused. A glaring case should no be passed by without attention and, if repeated, the resultance should invari-ably be returned. My experience is that the higger houses are the greatest sinners

The Menu.

The menu was in charge of W. H. Stone, the steward of the Eureka Club, and was all that could be desired. It was as follows:

was as follows:

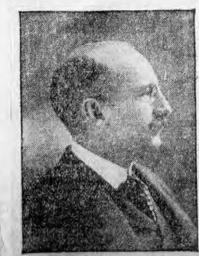
MENU
Oyster Cocktail.

Celery Radisacs. Pimolas
Mock Turtle Soup, au madeira.
Cucumbers. Deviled Lobster.
Filet de Best, au champingums.
Sherbet, au Creme de Menthe.
Roust Teal Dunk. Currant Jelly.
Combination Saled.
Individual les typain, Fancy Forms.
Assorted Cake.
Philadelphia Cream theese, with bar le dig

Philadelphia Cream Chesso, with bar le duc Tonsted Waters.

Officers and Committees.

The officers of the association for the current year are: President, Joseph Farley; vice president, J. Lempert; treasmer, Lee Richmond; secretary, Edward
Weter, The committees in charge of the
dinner hast evening were as follows: Executive Committee J. H. Lemjort, E. Weter, E. Roblin, L. S. Foulkes, W. E. More, Leon D. Lewis, Dinner Committee D. W. Bruce, H. W. Ufs, F. D. Morgan, Ira D. Kingdon's, James Barnes, Edward Weter, Speakers' Committee-George G. Ford, Ejmer Roblin, Louis S. Foulkes, Reception Committee-George G. Ford.



Hon. J. Sloat Fassett.

High has by restrict farmer CV of the street of an indicate man who was no briously bid past or who is the first farmer (with the first farmer). The first farmer (with the first farmer) of the first farmer (with the farmer) of the first farmer (with the first farmer) of the first farmer (with the first farmer) of the first farmer (with the farmer) of the farmer (with the farmer) of the

to defer or defeat payment, rarely has the nerve to demand his legal right meet the obligation in legal tender.

The Association's Duty.

'Here is an instance notably sugges tive and encouraging. And this brings me back to the one point I am striving to impress, and that is our duty to create a sentiment that can not be disrerarded in demanding and expecting fair ness, at least, from those we deal with The somer we drop the accounts of un fair houses, the better we are off. I would ask you men. If you ever made any money out of a concern that en-deavored to take any and every advanage they thought it possible to main tions, is there anything in It? Have you



Hon. Thomas Carmody.

not sold your birthright for a mess of

"Credit men in their associations are helping to bring about such a standard as I have hinted at. The legislation they have been instrumental in securing Our organization has been a power for peaks for itself the support of the bu

ness men of every community. Should we not look for and expect it?" At this juncture ex-Judge Lynn took charge as toastmaster and thenceforth the fun was fast and furious. He threw all sorts of oratorical bouquets at the edit men. Before introducing the first formal speaker of the evening, he pre-sented C. E. Meck, president of the New York City Credit Men's Association. The latter spoke a few words, urging all Rochester credit men to attend the state onvention, to be held in New York in alsing a good time and telling

HON. THOMAS CARMODY.

"Silver Tongued Orator" From Penn Yan Discussed Country Merchant.

Carmody of Penn Yan, whom he termed "the silver tongued orator of Western New York." Mr. Carmody took as his topic "The Country Merchant," speaking in port as follows: "Our marvelous complicated growth.

industrial, social, geographical and polit ical, has created new conditions, and has brought different kinds of business and separate branches of the same business, into something like system, in which inidualism is minimized and become live and organized movements of the times. In this we see the directing and 'In the creation of wealth, in the de-

velopment of material resources, in the expansion of trade, in the extension of the paths of commerce, in the kinding of the fires of industry, in the huilding and weiding together of the fibers business energy, in the progress of science in all of her branches adapted to the needs of man, nothing in history can equal, nothing in Oriental fable can surplished. Energies that move lain its mant since the birth of time have be galvanized into life. The forces of many that have buffled all the philosophic all the ages gone before, have yielded the mind and the hand of practical Yal kee ingenuity. The great monument this age, and in this respect the greby far of any age, nay, of all ages, will be its rampant materialism. Business no longer halts, it leaps. Men no longer dream, they act. And this lively spirit will leave history to record the wonder-ful fact, that it has produced five times more of wealth, and what stands for wealth, and what produces wealth, than

"It is not to be wondered at in this hustling, bustling, hurrying struggle for legitimate gain, there should also be at work sporadic and dishonest and iff considered practices. It is not wondered at that in this great

I am well aware that this is a com-ouplace theme and that these are very inplace ideas about which there is fille dispute. But they bring u day about whose solution men do not see either as regards our duty for the At this point we find the scholar think-ing, the demagogue harangung, the pes-simist condemning, the optimist glority-log, the fool guessing. I have no ambi-tion to outer that the good 15 should 1 r that list, and if I should am not sure but you would classify and deservedly so, among the latter.

Not Afraid of Trusts.

"But the discussion of these ques-tions often lead us upon doubtful grounds over which particanship is pro-jected and about which, if T had any notions at all. I should not express at this time, I would as soon think of bringing a ham sandwich to this bartham sandwich to this bar met as in bring a partisan speech. I will say, however, that I do not share in the alarm felt over the future of our acreantile affairs and see no perman mercantile affairs and see no permanent danger arising from those excrescences upon the business world which we call trusts. They are as far on one side of the stream of healthy progress as the country merchant is upon the other. One is an indentation; the other is a pro-tuberance. Any enterprise not based upon sound business principles cannot succeed, no matter what artificial aid succeed, no matter what artificial aid may be behind it. It has within itself the elements of disnutegration which lead to death. No temporary triumph can make wrong that which is right, or right that which is wrong. You cannot emasculate a sound husiness returns. culate a sound business principle get anything but unsound results. Greel meets greed; fraud matches fraud; cuntum offsets cunning, in the ignoble war of Shylock's hungry votaries.

"Every age has troubles as well as blessings that are peculiar to it. The generation that preceded as had an ab-normal political, condition to deal with. Ve have an abnormal industrial cond on, a revolution in which the for of light met the forces of darkness, in which truth met error and grappled to the death, and the air was cleaned of heresies that produced the could The same will be true of the industrial conditions of our day. Overweaning greed will never be a permanent characeristic of our nation. That kind of busi ness enterprise that looks upon oppor tunity as a pirate looks upon a galleon will find no fixed place among a free pro ple. The line of demarkation is broad between legitimate business and those oleaghous and cuming business devices which prey upon human weakness

Must Build on Justice and Honor.

"Every age outlives its own ideals. The apochs of history are practically measured by the lifetime of a generation, periods in which there is a trend of human affairs toward a certain point, the very energy of which when the point is reached produces re-action, then comes the revolution the huming book. revolution, the burling back by a mighty power to normal else the sowing of the seeds of agitation and reform that lead back gradually and

and reform that lead back gradually and peacefully, "Only that is permanent which is right, not right for to-day, not right for this generation because it conforms to existing conditions, bin absolutely and eternally right. Right because it combonies in sum of human experience, right because it recognizes the conditions of human happiness, right because it says in bushess as in morals. Then shall not steal, and establishes principles and conditions in which honest merit meets honest reward.

"The sentiment that I wish to leave with you in closing is that while we have wrought marvelously in material matters, only that will be permanent which is built upon the stable grounds of Justice and of honor. It is not so much in trade balances or glant enterprises that our successors will place their gratitude to us, as in the establishment of business conditions that will carry the fruits of our labors down to

dishment of business conditions that will carry the fruits of our labors down to them and produce and maintain a pros-

"It is not in the cabinets of presidents, i is not in halfs of legislation, it is not a the size or prowess of our battleships or our armies, it is not where commerce phases the sens or great financial institutions cover the hand, it is not in boards of trade or centers of feverish speculation that the permanent evidences of prosperity alone are to be looked for, but back through the avenues where the millions toli in well regulted habor, where the blacksmith pounds at the forge, where the farmer goldes the plow, where the merchant dispenses his wares, where the merchant dispenses his wares, where the wheels of the factory turn to the music of rushing streams. It is there in the language of a modern historian, that 'The fruits and flowers of civilization are blossoning and ripening in peace and contentment and prosperity, or fading and felling in misery, misfortune and ruin," our armies, it is not where commerce

EX-SENATOR FASSETT.

Elmira Man Spoke Eloquently on "The Spirit of Commercialism."

Ex-Senator J. Sloat Passett of Plimir Ex-sentite next speaker on the list, who was most happily presented by the toastmaster. He spoke on "The Spirit of of mineralism," saving in part.
We have the good fortune to be cities of a hig country which does hig

Recertly our growth in productive pacity and material wealth has been amazing as to approach the marvelou-By leaps and bounds we have overtaken nd surpassed our rivals that to-day to face the assembled nations admitsely the richest member of the group.

"We do not yet lead in all respects, for we have much to learn in the matter of districtional banking and international freight carrying by sea. In industrial enterprise, in facility of transportation and communication and in productive example, however, we lead the world.

"On the average for six years slace 1896 our expects have reached the annual cultur at \$1.410.00.000. culter of \$1,410,000,000, and our imports ithoughly \$850,000,000, teacher ar unnual britance of trade in our favor at \$350,000, 900, or in the last six years \$2,380,000,000. That is to say that, in six years the bal-ance of trade, as shown by exports and imports, has been six times greater than ill the favorable balances of trade du ing all the rest of the history of our country combined.

Vastness of Home Trade.

But vast as is this foreign trade, if is as nothing to the immense transac-tions among ourselves, in our own coun-iry, between the citizens of the United States in their daily activities. The bank nothing of the transactions not passing through clearing houses at all, which would more than double these figures.

The value of our farm crops last year Was \$5,000,000,000, not to mention the output of coal, iron, copper, gold, silver, tead, salt, sugar, lumber, roal-oil and

(i) the export and import trade of all the (*) orting and importing matters of the corth, our own included.

To carry on all this business and the countless additional small and unmoted transactions in the daily routine of retail trade and personal transfers we have in all forms of money the total sum of \$2.352,70,75%, of which there is in gold \$2.352,70,75%.

The bank clearings show transactions of say \$111,000,000,000 for the last twelve menths. That is to say in round numbers for every \$111 of business there was less than \$3 in money and \$2 of this, token money at that. When we recall the bank transactions that do not appear to clearing incuse reports at all we shall feed highly conservative in eximating. but in this country for every dollar's worth of gold there is anomally trans-

Money a Mere Convenience.

"This situation opens the way for some very interesting suggestions. How much further must confidence be developed before money will not be a necessity at all by trade, but a more convenience. The fact is that credit is already almost the oxclusive trade solvent. As 700 is to 1 so is credit to cost. If confidence were com-plete, that is were every man worthy or entire credit no money at all would be needed. These figures also suggest the litter and hopeless inudequacy of the money supply should credit receive a se-vere shock. With credit perfect we need firthe money, with gredit destroyed there wouldn't he money enough in the world

to do our business.

In this connection it becomes clear that the best safeguard of prosperity is the 200d character of the individual, W do not need a more clastic currency half as much as we need a less clastic con-

"All the plans as yet brought forward an the photo as yet brought forward to improve the currency system of the country, white containing no doubt much that is excellent, fall far short, may infinitely short or supplying a substitute for credit based upon good faith. Nothing can take the place of character in business. It is impossible to imagine continuing modern development with any amount of money ir good falli disap-pear. It is very easy to imagine a su-per) continuation without any money or with the lowest kind of a currency with credit maintained. Credit is based on character and character upon the Te

Man's Best Asset.

"Experience has taught that a man best asset is a good name. What is true of a man is true of a community—i offly—a Flate or a unition. But trade demands not only good character and fair play. It demands a sense of physical security. All its interests make for page.

There have been in the past many dreams of a world peace. Cecil Rhodes believed the English speaking peopl Would know to be such a power for such a purpose. But it will not be so much through their armed military or naval ewer that peace will be made universal, as through the mighty power of the in-

as through the mighty power of the in-dustrial, commercial and manufal wealth which the restless vigor and intelligence of these people will overte and teach others to create. The tendency of trade is pacific. Capital is timid, it disfrusts uncertainties. It flourishes under and needs a stable confliction and its subtle needs a stable equilibrium and its subtle and potent influences are almost wholly exerted to bring about such a condition. Peace is the prerequisite of prosperity. Permanent peace is the forerunner of permanent prosperity, insofar as it eliminates uncertainties from the field of mercantile activities.

Money moves, fortunately, most reluc-tantly to war and strife. It is essential to all armed movements but, for all that, the money influence and the enormous growth of great trade enterprises makes for peace.

"How fortunate this is! Libraries. hospitals, schools, charities, universities, colleges, technical institutions un ertakings that make for enlightenmen

noral betterment.
"Many and noisy critics from pulpi

ly resent and deny. This contray and this age can well afford defiantly (a chal-lenge comparison with any country or any age that history has known. "We have made such advances in ma-terial welfare, in transportation and com-munication and in mechanical invaria-

munication and in mechanicsi inventions and industrial productiveness that within the span of a single lifetime we have progressed farther than in all previous ages since man was created.

"But our advance has by no mean been confined to the material and me chaldcal world. In the cure of the poor

the sick, the lame, the helpless the blind the feeble-minded; in the care and train ing of the young; in the establishmen of schools or the control of the control o

schools, colleges, universities,

braries; in the support of churches, hos-

World Is All Right.

"I can think of no age of the world wherein there was so much of care toward the needy and the weak one so much of

opportunity for the willing and the strang, if the world we see about us in this noun-

try with its noble charities, its lofty

the outcome of the spirit of commercial-

ism, may we not ask our orithes for what theals they would have us exchange the ones we cherish?
"We should judge a country, an age and

a motive not by its best nor yet by its worst work but by its general average, by the way it affects the collective life of the whole community. Judged by this test the

spirit of commercialism may well defy its crities. Commerce is based upon the idea of service and nurtured by high character and good faith. No effort in any direction

can prosper or endure, can bring lasting wealth or power, can permanently satisfy

self aloue. No spiritual insight can pene-trate deeper than this. No moral aspira-

Herein it seems to me her the conquer ing power of the genuine spirit of modern commercialism; that it enforces will tre-mendous sanctions, the thought and lix consequences, that no man lives to him-

deals, its deers of onen opportunity. contintable homes, its expanding privi-leges, its teeming and wholesome neityles

or country has equaled us.

for liberty, for character building, for security, for training in the arts and sciences, these are the objects of the benefactions of the weathy. "The spirit of the age is commercial-ism informed by altruism. Not only does the development of commerce make for high character and for permanent

TRENT VALLEY peace, but it makes for intellectual and anny and noisy critics from pulpi-rostrum and the press assail our people as merely utilitarian and commercial as being dollar worshipers and pos-sessed by greed. This criticism I stout-

Great Lakes and the Ocean 300 Miles - Ambition of the Canadian

Brooklyn Eagle.

Canada will seen have ready for traffic a new waterway that will shorten the dis-tance botween the Great Lakes and the

waterway, in so far as it will divert the Camadian traffic now sent through the Eric to Enropean ports. It is significant that extraordinary exertions are being made to complete this system just as the Empire state has appropriated \$100,000,000,000 to improve the Eric canal. But Canadian vesselmen attach even greater importance to the fact that the completion of the Trant Valley canal will obtain the dangerous and exhaustive route through the

tion reach higher, no philosophical deduca-tion, no abstract intellectual speculation, no refinement of mere literary culture have broader or more beneficent applications
"Let us take heart then. The world never was a better place to live in than now and there is no more altractive spot than here."

HON, J. ADAM BEDE. Congresman From Minnesota Made the

Concluding Speech. The concluding speaker of the evening was Hon, J. Adam Bede of Duluth, Monber of Congress from Minnesota spoke off hand, having no manuscript or even notes. His address was punctuated with stories, used as the text for more serious conclusions, maining it specially difficult to reproduce in type the spirit of the ardent Americanism and abound-

ing optimism of the speaker.

In introduction he said he believed with Senator Fassett, that this country was getting better every minute, because, as he explained it, "the world is built that way." There has been more table progress in the last offer noise. rapid progress in the last fifty years than in all the preceding centuries and this progress has brought many new problems of which the fathers never

"hut do not lie awake nights worrying | about the solution of these problems," he advised. "Give the people of this country a little time and they will solve them all in order. Thomas Jofferson thought he could solve the slavery question off hand, but that took time and it was solved in a way that Jefferson never-looked for. Leave the problems of the present day to time, and they will all-be solved right.

Time Will Solve All Problems.

they nicked the ears of very taptist found in that city. The will have grown broader and better and kin er in the last two hundred years and Baptists can now safely go to Boston without having nicked ears. Just now we are troubled occause the

great fortunes are bunched in a few

from not opposed to large aggregations of capital. You must have a low bunch of capital nowadays under a single roof to do the business of the world. I am not worried because there is so much capital; what we must look after is to see who owns the capital and how it is see who owns the capital and how it is scontrolled for the best good of the people with the lock after the people will be reduced to just 200 government by Lock. controlled for the best good of the peo

"The world is constantly growing bet-ter," was the speaker's conclusion, "The

F proceding age." JANUARY 22, 1904.

CANAL THROUGH

IT WILL REVOLUTIONIZE CANADIAN COMMERCE.

TO MEET COMPETITION

The New Dominion Waterway Will Shorten the Distance Between the

To render this system of river, lake

But this scheme of an inlend all-Canr dan waterway is by no means new to the British subjects of North America. During the war of 1812 the Marine Department of King George III, conceived the idea of uniting these several bodies of water for shipping purposes to avoid exposure to American interference over the old route. At that time a surveying party netually selected the very route that is

In many respects the work is unique p

Time Will Solve All Problems.

"Two hundred years ago, they would not let the Baptists live in Boston, and they nicked the ears of every taptist."

The will Solve All Problems.

Some food for very serious retailing with some food for very serious retailing with the next few years. It is to be free of tolls to Canadians and English shipping. front fortunes are bunched fit a few lands. We all are glad there is so much wealth in the country, but we wish we had more of our share or it. This will solve that problem for us some day; there is no need for us to worry about h just now.

a

Mr. McClintock Details the Advant-

lenesce river, 1,050 feet long and 215 feet

above the surface of the river.

As a result of the conference of the state engineer with the Rochester people, Geirge W. Rafter was commissioned to take up the matter of the propose routes and report back to the officials at Athany. This report is now on file in Albany and State Engineer Bond was largely guided by it in laying out the route through Monroe county. Engineer Rafter said to a reporter for The Post Express this morning that the route favored in his report contemplated leaving the old canal about one mile east of South Greece, swinging around Lincoln Park, southerly and westerly, and crossing the Genesee river at a point north of the Elmwood avenue bridge. Mr

make his survey he found that the route through the park, south of the bridge, would be somewhat less expensive than the one I had favored north f it, so it was settled on."

Southern Route the Cheaper.

Mr. Rafter told the reporter that he did not care to go into the matter at length, for the reason that such a course would be in the nature of comment upon his official report. He intinisted that it was solely the question of expense that caused the state engineer to make the ication in the route,

The route advocated by County Engineer McClintock in his talk yesterday contemplates leaving the old canal at the bend about four miles west of Rochester, thence running cast, under the Charlote branch of the New York Central, crossing the Genesee river about half a mile north of Driving Park avenue. His principal reason for favoring it is that it is better located in relation to Rochester, as the growth of the city is towards the lake and bay. It would puss within two miles of the head of Irondequoit bay and a spilling channel not more than a mile long could dis-charge into Palmer's gien, a ravine with rock wall, through which it could dicharge into Irondequalt creek near the

head of the bay.
Officials at the western division headthe barge canal would be brought about at this late day. They were of the opin-Islan Engineer Rockwell and Resident

thinks that the aprelension of County Engineer McClintock regarding the dun-ger of increased freshets by reason of the selected crossing is not well founded. The new dam will be no higher than

elieves that the construction of the barge canal will bring an added supply of water from the west into the Genesse river. As for the disfigurment of the bark, feared by the park commis Mr. Barnard believes that the new cane an added beauty. The channe will be so depressed as not to interfere with the grade of the roads in the park. It was reported this morning that some time ago George W. Rafter re-reived the indorsement of the Rochestey Chamber of Commerce for a place on the governor's advisory board of w engineers Rafter will probably be appointed, if it is decided to select one of the engipeers from Rochester.

10

STUDY OF THE BARGE CANAL

BY THE COUNTY ENGINEER

uges to Rochester of a Route to the North Instead of South of the City-Some Comparative Figures,

A "Study of the Barge Canal in Re-A "Study of the Barge Canal in Relation to the Western Canal Counties," was the subject of an extended argument prepared by County Engineer J. Y. McClintock, and read by him at a meeting of the Chamber of Commerce trustees yesterday afternoon. He opposed the proposed route to the south of the city, through Genesee Valley Park, and advocated the construction of the ennul to the north of Rochester; carrying across the Genesee river about a mile north of Driv. Genesee river about a mile north of Driv ing Park avenue bridge, treating fronde-quoit bay as a harbor.

Mr. McClintock detailed the proportionale estimated cost, with interest, to the northern counties from Buffalo to Oswego, with the entire cost fixed at \$101,000,000. Monroe's share he places at \$4,169,300. He then explained the velocity of the

He then explained the velocity of the current and water power that could be developed and the amount of water needed to operate it, quoting from various engineering reports, prepared by Emil Kuichling, G. W. Rafter and other authorities, with allowances for leakages at locks, waste weirs, etc., evaporation, percolation and absorption. Regarding the power that would be created at various points, Rochester is given 31.384 and Mouroe county entire 33.861. With reference to Irondequoit bay, he says that it is superbly located for forming a larbor, with the safest approach from the lake of any Ontario port; destined to become the northern terminus of the Pennsylvania, New York Central, Lehigh Valley and Buffalo, Rochester & Pittsburg railroads, thus greatly ester & Pittsburg railroads, thus greatly augmenting the lake traffic with Canada at this point.

Continuing, he took up the routes as surveyed through Rochester, making com-parisons of cost and feasibility of construction, pointing out the relative ad-vantages and objections. In this connec-tion he said:

struction, pointing out the relative advantages and objections. In this connection he said:

Of the four routes, one follows the old canal through the city and is out of the question. We will consider the outer three, schewlatt in detail. First, the southerly line is the one at present adopted and the one to build which preparations are being made. It leaves the old canal about one made east of South Greece, swings around coutherly and westerly of Lincom Park, then turns southensterly, crossing the Genesse Tiver about one-third mile south of Edmood avenue bridge, passing through Genesee Varley Park at the level of the river and deep chough to pass under the existing tracks of the Eric and Ledigh Valley Railroads; thence in almost the same straight the to Pittsford. The cost, including a branch extending down the river to the old canal at St. Park street, is estimated at \$11,10,055. It may be said that the estimate covers from a point on the east to a point on the cost, metading a branch extending down the river to the old canal at St. Park street, is estimated at \$11,10,055. It may be said that the estimate covers from a point on the east to a point on the cost, which is common to all the lines considered.

The estimate was increased 25 per cent, so that now it stands at \$25,05,050. The following objections to this line are noted: First. The estimated cost is \$288,331 more than that of the line passing around the north side of the city; second, it dostroys Genesee Valley Park by Taking a strip of and 400 feet to 500 feet wide, to make room for its deep exervation, and to pile up the past amount of wasted material; and by occupying the locality for soveral years, during emistractive rentires. It will be impossible to find so good a composition of topography and location in the county, it will take more round for years to get the frees of another park in as good simple as those in the park. The dimage to the park can be taking an anitority for your park in a point of the park, and of the county. The did and of th

vious when we remember which appears ab-yions when we remember what larpeared two years ago from the present feeder, which is a little direct in comparison with the one to be built.

Fifth. The crossing of the Genesee will make necessary a guard took on each side of the river, with gates at least twenty-five feet high, to reach from the bottom of the caulal to alle top of the highest flood. At my rise of water it will be necessary to lock boats up and down, and occasion two extra lockinges for a large part of the traffic.

Sixth. At times of high water it will be impossible to cross the river on account of impossible to cross the river on account of the ripid current and floating trees; causing an interruption o markathor. Highest floods occur as late as Jule.

Seventh, The bottom of the cut name across the Genesce river will be twelve feel below the surface of low water, and twenty the form held we have the surface of highest water.

below the surface of low water, and twen four feet below the surface of highest water and this is level on the west, while the east at a distance of one and one-hamilies there is a lockdown, and two mile beyond that another lockdown, and shou a mile beyond that another lockdown, and shou a mile beyond that another lockdown; and shou a mile beyond that another lockdown; and should be some the following the following the following the following the such guard gates can undoubtedly be made safe against water pressure, there may be such guard below.

meetlon with the line massing on the north side of the city.

Second line. This tenves the present canal at the same point as the first line, and follows on the same blee down west of Lincoin Park, then turns east and crissons the Genesic river about 1,000 feet above the Brie Rallyand bridge, then follows down the three on the east side to a point a few hundred feet south of Clarissa street bridge, then goes east, parallel with Linden street, and a little north of it, and continues on some line until it meets the present emal near Goodman street, then follows the line of the old canal around Brighton.

The objections made to the south line and apply to this, except the ones relating to the destruction of the park, and the cellmated cost of this line is \$12,693,49, which heigh hereast like the other 25 per cent, becomes \$15,083,807, which exceeds the cost of the matcherly line by \$2,175,382.

Third line. This line leaves the old canal at the hend about four miles west of Rochester and runs east, crossing under Charlotte Branch Rallroid and Lincola Park and Charlotte Rallroid, crossing the Genesse river about one-half mile north of Driving Park avenue; thence easterly about \$60 feet.

ing.
The aqueduct across the Genesee river will be 1,050 feet long and 215 feet above the surface of the river. The estimates provide for enlarging the present ennal as far as Lyell avenue and making a lambor for Rochester at this point. The estimated cost is \$10,329,140, which being foreused 25 per cent, becomes \$12,911,425, which is \$984,841 loss than the fine through South Park, and \$2,175,382 less than line No. 2.

CHRONICLE,

Jan. 29 1904 YEAR PRESIDENT DUNN'S LIST UN-

ANIMOUSLY CONFIRMED

BY BOARD OF TRUSTEES

Of the Chamber of Commerce-Trading Stamps and Travelers' Mileage Books Discussed-Reports of Sec-

retary Ites and Treasurer Chase. The regular monthly meeting of the trustees of the Chamber of Commerce was held yesterday afternoon in the rooms of

the chamber. Owing to the absence of the president, Thomas B. Dunn, George F. Roth, second vice-president, presided.

After the reading and approval of the minutes of the last meeting, the list of standing approximations. standing committees, as prepared by President Dunn, was announced, and the comtrustees. Following are the committees: Legisiation—A. B. Lamberton, chairman Dahlel B. Murphy, vice-chairman; William F. Balkam, William C. Barry, William Bausch, Max Binswanger, Charles J. Brown Henry C. Brewster, George C. Bach, James G. Cutler, C. S. Davis, James S. Graham Henry B. Hathaway, Edward W. Peck George H. Perklus, Lewis P. Ross, George F. Roth, Rufus A. Sibley, William A. Suther land.

F. VanHeesen,

Tanpayers—Walter W. Powers, chaltman
J. Warren Catler, vice-chaltman, Joshah An
stice, Elbridge L. Adams, J. DeWitt Butts
George Eastman, Heroid C. Khabali, A. B
Lamberton, Rufus A. Sibley, Hiram W. Sibley

Following the election permission was granted the New York Ass granted the New York Association of Re-trill Hardware Dealers for the use of the Chamber of Commerce rooms for its next convention, to be held on the Sil, 9th and 10th of March, also the Flower City Poul-try and Pigeon Association for committee meetings on February 1st, 2d and 3d. The matter of the tradius stamp busi-

The matter of the trading stamp business was next brought before the u arose about two years ago in reference t the question as to whether everyone had a right to issue the stamps or not. As a last resort it was referred to the courts, where it was found that it was lawful for anyone to issue the stamps. Many firms,

This restriction, in many cases This restriction, in many cases, meant the collection of several hundred stamps before redemption could be had. A bill was introduced in January, 1904, by Josiah T. Newcomb, of New York city, relating to the issue and redemption of these trading stamps or other devices. This calls for a restriction by the Legislature, so that the ferms well have to case on so that the firms will have to mark on each the value of the stamp and that they be redeemed at any time. Secretary Ives was instructed to write to the various

The report of the treasurer, Benjamin E. Chase, was read and accepted. It showed the chamber to be in sound financial condition. Mr. Chase was re-elected to the office of treasurer, which he has filled for several years, and a vote of thanks was extended to him for his expensive work.

thanks was extended to him for his ex-cellent work.

A communication was next read from C. M. Hebbard, secretary and treasurer of the Flower City Council, No. 203, which is the local council of the United Com-mercial Travelers' Association, requesting that some action he taken in reference to that some action be taken in reference to the matter of obtaining a thousand inter-changeable 5,000 mileage book for Roches-ter travelers and salesmen. The mileage book contains a photographic identification book colitains a photographic identification of the owner, and the photo is senied with an official seal, stamped by the office where it was issued. Thus, if the photograph does not identify the bearer, or the stamp is tampered with, the book is valueless. After much discussion the chamber adopted the following resolution:

The Chamber of Commerce of the city of Rochester Indorses the movement that is being made by the United Commercial Travelers of the Flower City Council, No. 203, to secure an interchangeable mileage book on a bias of two cents per mile, and arges apon the proper authorities to grant the petition in question.

from D. M. Barry, president of the Na-tional Association of Manufacturers, urg-ing the disapproval of the French metric system. The matter was referred to the Committee on Manufacturers and Promo-tion of Trade. Other letters were received from Chambers of Commerce, relating to

the matter of favoring the arbitration of treaties between the United States and foreign countries. This was referred to the Committee on Legislation.

Secretary John M. Ives gave a detailed financial statement for the year ending December 31, 1903, which was accepted and pieced on tile. and placed on file.

The following new members were ac cepted:
The Fidelity Trust Company, J. C.

Powers, secretary.

Johnstone Advertising Agency, Charles
T. Johnstone, president, No. 16 State treet.
Delbert C. Hubbard, attorney, No. 678

Powers Building.
C. E. Meade, shoe manufacturer, No.

William H. Burr, lawyer, No. 417 Ell-wanger & Barry Building. C. H. Smith, photographer, No. 16 State

Sherwood Wheaton, manager Mutual Life Insurance Company, of New York, No. 207 Granite Building.

No. 201 Grantte Building.
William Karle, lithographer, Central
avenue, corner Chatham.
William J. Carey, lawyer, No. 412 Ellwanger & Barry Building. F. W. Foote, importer tea, coffee jobber, No. 112 Cutler Building.

FRIDAY, JANUARY 29, 1904. HERALD.

ADVANTAGES OF NORTHERN ROUTE

Best Course for Barge Canal To Follow in Rochester.

ROUTES DISCUSSED

Engineer McClintock Offers Objections to Proposed Southern Line.

MONTHLY MEETING OF CHAMBER OF COMMERCE

At the January meeting of the trust tees of the Rochester Chamber of Comrce yesterday afternoon several m ters of timely interest came up for dis-cussion, and on several of them action was taken. The meeting was largely at-tended. In the absence of President Thomas B. Duun, George F. Roth, sec-ond vice president and vice president, conducted the meet-

Standing Committees Appointed. The following standing commit

A

Heatey's Falls on Otonabee river to lake Sincee ports. As early as 1835, the imperial government designated the route now being put into service. At different times Port Hope and Trenton have been designated as the Ontario terminus, only to have the government reconsider its decision; in 1837 work commenced sectously on the canal, but since then it has been pursued intermitisance of from as many reservoirs, controlling which form as many reservoirs, controlling a total of 70,000 acress, in which twenty-five billion cubic feet of water can be stored. This is necessary for the deading of ravines, the serving of mills and factories along the route and to assure at all times a depth of eight feet simultaneously along the whole route for passing vessels. During the season of 1902 there were 5,185 lockages along the completed portions of the callul. This does not accurately represent the present traffic since there are many long stretcles requiring no lockages over which vessels ply without touching the locks There are to-day fibrity-seven vessels engaged in traffic between Healey's Palis and Peterboro alone, some of them so large as to accommodate 450 passengers. A line drawn from Trenton.

land in first section of Outries. It were
a tent force from the section of the tentile section of the tentile section of the s ty-seven vessels engaged in traffic between ty-seven vessels engaged in traffic between Healey's Falis and Peterboro alone, some of them so large as to accommodate 450 passengers. A line drawn from Trenton, Outario, on Lake Oniario, to the nearest point on Georgian bay, will fairly represent the route of the canal. Trooton is about due north across Lake Ontario from Robiester, N. Y. Vessels leaving Ontario sait on the Trent river as far as Rice lake; through this lake and into Orombee river north to Peterboro, an industrial city of the province of Ontario, containing 15,000 population. Here occurs the greatest natural obstacle to unvigation in the form of a drop in the river of sixty-six feet in four miles. The rolossal hydraulic lift, the largest work of the kind in existence, takes care of thirty-six feet of this drop. Bring vessels straight up this distance. The other thirty feet of the fall is obviated by two huge locks, Roaching Stoney lake the route cuts into Holland river, requiring an intrioate system of locks and debotelos into Lake Simece. Here is an mind body of water half as big as Lake Eric, on which the combined navies of the world might float. It is navigable for occurging ressels. In fact, any boat that can pass through Lake Eric can pass across the fifty miles of Lake Simcoe. Passing diagonally northwest through this splendid body of water the route passes into the Severn river. Here much dredging has been necessary, though a few hundred years ago geological formation indi-

feeted.

An aspect of the case worth considering is that the Canadians, for the first time in their history, want to see the treaty prohibiting warships on the Great Lakes abrogated. Since American papers have been advecting this recently it is not unlikely that one nation or the other may give the required year's notice and the Great Lakes become the field of naval activity. The ambition of the average Canadian is boundless.

SUCH-OSTER IN VI POST EXPRESE

and has been necessary, though a few nun-dred years ago geological formation indi-cates trust the Severn river was an arm of Georgian bay connecting it with Lake Simeoe. The canal by the Severn passes has Complex beautiful daylog bashes.

Simeoe. The canal by the Severn passes into Georgian bay at Midland harbor.

The eight feet of depth permitted by the present engineering work throughout the canal can be increased to fourteen feet at an expense variously estimated at six to twelve million dollars. It is considered by the Dominion authorities that the present depth will answer all purposes, necessitating of course the transfer of cargoes to

ing or course the transfer of cargoes to ocean going bottoms either at Lake Onta-rio or Montreal. The expense of the work already accomplished is eight million dol-lars and the contracts under way involve an additional two million dollars. There

is some dispute over the cost of closing up the work, but the estimates generally agree that two more millions will be re-

quired in the way of repairs, dredging-new machinery and electrical works along the route. The government contracts call fer completion with the close of navigation in 1904, but it is doubtful if the canal will

e open in less than two years. Lake Sim-cae is the central depot of the Trent Val-cy canal system, but the premier work is he tremendous hydraulic lift at Peterboro.

was this sudden drop along the route

that for nearly half a century has stood in the way of the accomplishment of this plan. It is, therefore, around the Peterbo-ro construction that much of the engi-neering interest rests. The lifts are in

applicate and above are two great locks 500 feet in length. In Norwich, England, is the second largest hydraulic lift, but

not in existence is there a work that will

carry vessels and cargoes thirty-six feet straight up in the air. The lifts consist of two water tight steel boxes, 200 feet long, eight feet deep and forty feet wide.

The lifts are supported by two giant col-muns of steel and granite five feet in di-functor. Vessels float, into these steel boxes, the doors are closed and water, craft and all are lowered or raised. Two

minutes suffice to send a vessel up or down this distance, the lifts working automatically, sending a load up as one is brought down. In lacking ressels a distance of thirty-six feet from one to two hours are consumed.

Twenty-five thousand cubic yards of ma-soury were used in the construction of this

piece of engineering. The side towers are of solid masoncy and steel shafts 114 feet high. There is a spiral stairway winding around each to the top. The immense pumps controlling the lifts operate in twin steel cylinders and the pistons are seven and one-half feet in diameter. It is worth continent that engineers from the States.

comment that engineers from the States, Germany and France pronounced this hy-

Germany and France pronounced this hy-dradic lift impracticable. The work was designed and constructed wholly by Cama-dian engineers of material prepared in the Dominion. The experts point out that the Trent Valley canal capacity should be more than double that of the Eric water-way since but twenty miles of the all-Canadian route is strictly speaking canal work. Along the whole of the rest of the route vessels may proceed under their own

he canal is supplied by the water di-diarged from the locks generating ele-

Many thriving towns have sprung

along the route of the canni since the work was commenced. A splendid agri-cultural country is traversed by the new

waterway and thousands of acres have been rendered valuable by the introduc-

tier of this canal. The country through which the work passes is not unlike that of New York state topographically. I is thickly populated but the advantage afforded by the canal is so considerable

THAT ALL WHO PASS MAY READ

Placing of Attractive Signs on Factories Urged.

TRAVEL TALK BY J. M. IVES

Secretary of Chamber of Commerce Says Rochester Manufacturers Are Behind Those of Other Cities.

Secretary Ives, of the Chamber of Commerce said this morning to a ce porter for The Post Express that the factory owners of Rochester should become aroused to the importance of displaying signs, denoting the character of the business on the exterior of their plants, especially when these plants are on the lines of railroads. Mr. Ives said the matter was brought to his attention during his recent trip to New York, Philadelphia and Washington. He observed on many of the large factories in the outskirts of those cities large elec-

"The effect of this method of advertise "The effect of this method of advertising the industrial resources of a town," Secretary Ives continued, "was especially impressed upon me as the train I was on approached Philadelphia in the evening. There are immense carpet factories in the outskirts of the city and the fronts of these were covered with electric signs that made a dazzing display. Anything like this impresses one quite forcibly and is not soon forgotten. There has of late been a tendency in Rochester to take advantage of this form of advertising, but it is not nearly so general as it should be.

it should be.
"Apart from all business considera-"Apart from all business considerations, a sign on a factory is a courtesy to the traveling public. A passenger's trip is made pleasant by the views from the car windows. He sees a large plant without a sign; perhaps it is a plant of national or even international importance; his fellow passengers, being strangers, are not posted; before his inquiry can be answered the train has passen on to other scenes."

The newly created industrial department of the Erie railroad has taken up this matter of signs on factories.

this matter of signs on factories. In a circular recently issued to the agents of the road, Louis Jackson, industrial

commissioner, has this to say:
"It is always a pleasure to the traveler to remember that he has actually seen the factory whose product he uses. A sign on a factory is a factor in the general promotion of commerce. It is not necessary to explain why this is so. Every intelligent man knows that this world is largely run on information and that all factories creating industrial wealth are interdependent. A sign even on a blast furnace does its share in furthering the business interests of the mation. n the factory whose product h

'As occasions present you might men-'And now 19

tion, but citizens generally are agreed that a modern public library is one of Rochester's greatest needs.

The Rev. Henry H. Stebbins, D. D., said yesterday that Rochester ought not to ask Mr. Carnegle for a library. Not that he objected to that gentleman's philanthropy, but merely because he believed Rochester would be better pleased to pay for it herself. As cause he believed Rochester would be better pleased to pay for it herself. As to the actual need of another library besides the Reynolds Library, he could not speak with certainty, he said, unnot speak with certainty, he said, with he could learn whether the Reynolds Library was equipped to meet the demands of a circulating library. As a reference library, he was sure it. As a good as any he had ever seen.

As an enswer to Dr. Stebbins' question a statement of the resources of

the Reynolds Library was made by Professor William C. Morey, library director of the Reynolds Library. He "The Reynolds Library is so restricted in its scope that it can never sup-ply the needs of a public library. By the will of its founder it must remain primarily a reference library, and furthermore, its limited income makes thermore, its limited income makes this rule obligatory. Our income is about \$10,000, while in 1899 the city of Buffalo appropriated for its public library over \$92,000; Milwaukee, \$46,000; Newark, \$37,000; Minneapolis, \$42,000; Jersey City, \$31,000; Indianapolis, \$42,000; Syracuse, \$25,000; Cambridge, Jersey City, \$31,000; Indianapoiis, \$42,000; Syracuse, \$25,000; Cambridge, Mass., \$20,000; Springfield, \$26,000. Even the amount paid for salaries in some of these libraries exceeds the total net of these libraries exceeds the devote to our entire expenses. In Buffalo over \$35,000 was paid for salaries; in Milwaukes, \$14,000; in Newark, \$17,000; in Minneapolis, \$27,000; in Providence, \$18,000. These figures give some-idea of the cest of maintaining library fa-

of the cost of maintaining library faof the cost of maintaining initially inplifities to meet the demand of cities
the population of which approximates
nearly to that of Rochester.
"But one conclusion can be drawn
from these facts, and that is that it is impossible under the existing condi-tions for the Reynolds Library to per-

form in any satisfactory way the work both of a reference library and of a circulating library.

Libraries In Other Cities "The city of Springfield, Mass., appropriates \$486 per thousand of population for its libraries; Los Angeles, Cal., appropriates \$424; Boston, \$416; Albany, \$209; Buffalo, \$273; Newark, \$240; Syracuse, \$127, and so on down to Rochester, with \$46 per thousand, which goes chiefly to the support of the Law Library," said Professor

"This money is not raised by direct taxation." said he, "but is raised in-directly, as a state tax. Not one cent is raised in Rochester for public library uses. The Reynolds property is not even exempt from taxation, except the property on Spring Street. That exemption is the only thing done

That exemption is the buy many shere for the libraries.

"It is time," said Professor Morey, "for Rochester to awake to her needs and opportunities. The Central Library itself was absurdly inadequate as a public library for a city of this size, but now that it is no longer open to the public, the public should get one of its own."

Popular Books Demanded

At the Central Library it was learned that 32,000 people were enrolled as users of his books. These people were of all upon its books for their improvement.
The Rev. Rob Roy Converse of St. The Rev. Rob Roy Converse of St. Luke's Episcopal Church is of the opinion that these people will never resort to the Reynolds Library until their tastes have been led through the more popular type of books to be found in a public circulation. of books to be found in a public circular ing library. The public library of Water-bury, Conn., he said, was patrolized by the working people to an astonishing de-gree, and he had known cases where fac-tory hands had refused advantageous offers of employment in other cities had cause they were unwilling to forego the benefits of good library facilities.

The general cry was "What shan we be, where can we go now for books?"

The 30,000 volumes are to be carefully grouped and distributed among the public schools of the city. The work will be under the supervision of Mrs. Katherine J. Dowling, who has been librarian for nearly 30 years.

Board Was Forced to Act

The closing of the Central Library and distributing the books among the schools of the city is not looked upon with favor of the city is not looked upon with favor by many citizens of the city. The general opinion seems to be that the Board of Education closed the library of its own volition, but, as a matter of fact, the action came as the result of up order from State Superintendent Skinner, in which he notified the Board that in sup-porting a public circulating library they were acting in a manner directiv con-trary to the law regarding the use of school funds.

President Townson of the Rochester

school funds.

President Townson of the Rochester.

Board of Education said this mogaling that the proposed change would result in great benefit to the city, whereas the present library is of little real value to any one. The Board receives from the State \$1,000 annually toward the support of a "school" library. Last year ther were expended about \$5,000 on salarie for the librarians and just \$30 on new books for the library.

Under the new plan the books will be distributed between all of the schools and

Under the new plan the books will be distributed between all of the schools and those allotted to each school will be sub divided to suit the necessities of the grades, each of which will have its individual library. In this manner the chill dren will be able to secure such reading as will not only furnish them with diversion but will materially assist them it their studies. The assistance of the teacher will be theirs in making selecteacher will be theirs in making sele

teacher will be theirs in making selections calculated to benefit them and they will not have a long distance to travel in order to secure the books.

Under the old method of having one central library, the children living in the outer districts, especially the younger children in the lower grades, were practically shut out from the benefits of tically shut out from the benefits of the library by its inaccessibility. Reynold's Library Plans

Rochester's chances for securing another general circulating library do not

Rochester's chances for securing another general circulating library do not seem to be very good, just at present. The Reynolds Library, with its 50,000 volumes, is a free circulating library, but it is devoted primarily to works of reference, and as a reference library it is one of the finest in the country. Some works of netion it assuredly has, but these are for the most part old volumes acquired with the old Mechanics Library, which formed the foundation for the present Reynolds Library, no new works of fiction having been added for many years. The Reynolds Library is largely endowed and the trustees are said to have had in mind, for some time past, the crection of a new building in place of the present Reynolds Areade, part of the building to be devoted to the use and occupancy of the library. Na discussion has been indulged in however, by the trustees concerning the desirability of broadening the present scope of the library and adding new works of fiction. Julius M. Wile, one of the trustees of the Reynolds Library, said this morning that it was undoubtedly the intention of the founder of the library that the library should be primarily devoted to reference works and that, while some such action might be possible in the future, the trustees had not as yet considered the idea of changing its methods.

The Carnegle Proposition

The matter of petitioning Mr. Carnegle for funds to assist in providing the city with a public library has come before the Chamber of Commerce several times during the past year, but the general idea of the members seems to be that there are too many strings attached to the Carnegle libraries. Secretary ices, in talking of the matter this morning, referred to the recent gift to Syracuse in which the sum of about \$200.00 was given by Mr. Carnegle to the city of Syracuse for the purpose of founding a library, but the city had to bind itself to annually appropriate something like \$30,000 for its support. That is the part of the Carnegle proposition that makes the members of the Chamber of Commerce wary of asking aid of Mr. Carnegle. The Carnegle Proposition

ses and ages. Working people and dren unable to attend school depended



County Engineer J. Y. McClintock.

Brown, Henry C. Brewster, George C. Buell, James G. Cutler, C. S. Davis, James S. Graham, Henry B. Hathaway, Edward W. Peck, George H. Perkins, Lewis P. Ross, George F. Roth, Rufus A. Sibley, William A. Sutherland.

Manufacturers and Promotion of Trade—L. P. Ross, chairman; Max Lowenthal, vice chairman; J. N. Beckley, H. C. Barnum, Fred H. Beach, John Bradley, Benjamin, E. Chase, Charles E. Colby, P. V. Crittenden, Edgar N. Curtlee, Charles P. Ford, H. B. Graves, Louis Griesheimer, George W. Ham, H. C. Kimball, H. H. Rich, Clinton Rogers, C. M. Thoms, Sherwood Wheaton.

W. Ham, H. C. Kimball, H. J. Rich, Clinton Rogers, C. M. Thoms, Sherwood Wheaton.
Public Improvements—Henry C. Brewster, chairman; J. Y. McClintock, vice chairman; David Brickner, Charles M. Everost, Edwin David Brickner, Charles M. Everost, Edwin D. Fisher, Edward Harris, C. S. Kellogg, George J. Oaks, Lyman M. Otis, George W. Rafter, E. P. Rede, M. H. H. Rogers, B. Rottschild, Irving Rous, Albrecht Vogt, George B. Watking, L. G. Wetmore, John C. Woodbury, A. C. Yats, Railroass and Transportation—R. B. Sherburne, chairman; Michael Doyle, vice chairman; A. H. P. Brewster, W. P. Carey, William Carson, William E. Dugan, Sam Gottry, Maurice Garson, A. T. Hagen, R. A. Hamilton, J. K. Hunt, Henry S. Mackle, Willom, Philip Yawman.
Postal Facilities, Telegraphy and Insurances—H. B. Graves, chairman; John F. Bartels, vice A. Berken, H. P. Branard, C. T. Boykin, J. H. Eurke, Milton Clark, H. C. Cohn, Alfred C. Curtis, A. Friederich, Lipman Holtz, James Johnston, J. George Kaelber, George A. Lent, William C. Likly, J. J. Mandery, Fred E. Masson, H. W. Morgan, H. G. Gwyers, A. L. Thompson, Statistics and Publications—Griff D. Palmer, chairman; G. Clay Cox, vice chairman; William H. Briggs, E. J. Burke, P. A. Chm, G. B. Gilbert, David T. Lawless, Maurice Moll, H. P. Neun, C. K. Newberty, Thomas W. Newconb, H. H. Pryor, Morris Rosenbloom, H. S. Searle, W. W. Smith, Nelson E. Spencer, E. A. Stahlbrodd, C. O. Tartiss, F. P. Van Hoesen, T. Warren, Cutler, vice chairman; Josiah Anstice, Elbridge L. Adams, J. Dewitt Butts, Elbridge L. Adams, J. Dewitt Butts, Elbridge L. Adams, J. Dewitt Butts, E. Elbridge L. Adams, J. Dewitt Butts, Elbridge

A request was read from the New York State Association of Retail Hard-ware Dealers, asking the use of the Chamber of Commerce hall for its an-nual convention to be held in this city March 8-10, inclusive. The request on march s.lo, inclusive. The requestion was granted. The Flower City Pouliry and Pigeon Association will also have the use of the hall for committee work on February 1-3, inclusive, the dates set for the show to be held in Fitzhugh

Trading Stamps Discussed.

The matter of trading stamps was dis-The matter of trading stamps was discussed in detail. Assemblyman Josiah T. Newcomb of New York City has introduced in the Legislature a bill "to amend the penal code relating to the issue and redemption of trading stamps or other devices." The object of the bill is to give a definite value to all stamps issued and the materials. o make them redeemable at any time; also to compel the merchant issuing them to redeem them on demand of his cus-

Two years ago the matter of trading stamps was carried to the highest courts and the were decided unconsti-tutional. Since that time a question has arisen as to the manner in which the right of issuing trading stamps may be

Mr. Newcomb, on behalf of the New York City Merchants Association, urges that they be given definite value. His bill was introduced in the Assembly on January 20 and referred to the Commit-tee on Codes. Merchants associations throughout the state are now being

asked to urge the passage of the bill. The Rochester Chamber of Commerchas declared itself in favor of the bil and Secretary Ives was yesterday in municate with the Monsupport Mr. Newcomb's measu

Drummers Ask Assistance.

A communication was read from C. M. Hobard, secretary and treasurer of Flower City Council, 203, United Com-mercial Travelers, asking the chamber to support the commercial men in their books of boo any trunk line in the country. The com-

suggests that if the roads will grant the mileage, each member, on making application for a book will give a small photograph of himself to the pass may be seen. The agent issuing the book will insert the photograph inside the back cover, seal it in and officially stamp the seal. A broken or mutilated seal will reader the book void.

Suggests that if the roads will grant the mileage, each member, on making a histor fol. Rochester at that point. The estimated cost is \$10,329,140 which be ig increased 25 fer cent be on \$1,340 check of \$1, seal. A broken or mutilated seal will render the book void.

Chamber Favors Movement.

The trustees adopted the following resolution for the benefit of the local The Chamber of Commerce of the city of Rochester Indorses the movement that is being made by the United Com-mercial Travelers of Flower City Coun-

mercial Travelers of Flower City Coun-cit to secure an interchangeable 5,000 mileage book on a basis of two cents per mile, and urges upon the proper au-thorities to grant the petition in quesy tion."
A letter was read from President D.
M. Parry of the National Association of
Manufacturers, in which he utters a
protest against the use of the metric system. The letter was referred to the committee on manufacturers and promo-tion of trade, which will report either in

The Boston Merchants Association and the Philadelphia Maritime Exchange have forwarded to the Rochester Chamber of Commerce arguments favoring arbitration treaties between the United States and foreign countries. The papers were turned over to the committee on legislation for action.

favor of or against the use of the French

Differ on Parcels Post Plan.

Chairman Henry B. Hathaway of the committee on Postal Facilities asked for extended time in which to make a report on the Pope parcels post bill now pend-ing in Congress. It is understood that there is a variance of opinion among members of the chamber relative to the parcels post matter and that the com mittee charged with the investigation has encountered some difficulty in arriving at a decision. Many members believe that a parcels post system would not be practicable in this country be-cause of the long and expensive hauls necessitated by the vastness of the territory to be covered. It is also thought that such a system would wreck the express business in this country. The matter may be reported at the next

neeting.

The report of Treasurer Benjamin E.

The report of Treasurer was read and Chase for the past year was read and accepted. The chamber was shown to be in healthy financial condition, having all bills paid to date and a surplus bank account. Mr. Chase was unanimous

account. Mr. Chase was unanimously re-elected for another year. The financial statement of Secretary Ives was also read and approved:

The following new members were elected: The Fidelity Trust Co., J. C. Powers, secretary; Johnstone Advertising Agency, Charles T. Johnstone, president, 16 State Street; Hon. Delbert C. Hubbard, attorney, 678 Powers building; C. E. Meade, shoe manufacturer, 752 Lake Avenue; William H. Burr, lawyer, 417 Ellwanger and Barry building: C. H. Smith, photographer, 16 State Street: Sherwood Wheaton, manager Mutual Life Insurance Company of New York, 27 Granite building; William Karle, lith-ographer, Central Avenue, corner Chat-ham; William J. Carey, lawyer, 412 Ellwanger and Barry building, F. W. Foote, importer India tea; coffee jobber 112 Cutler building.

McClintock's Canal Talk.

Following the business meeting, County Engineer J. Y. McClintock rend an interesting paper on "A Study of the Barge Canal in Relation to the Western Counties." Special emphasis was given to points of crossing in Monroe County The February meeting was postponed until February 8, at which time there will be a public discussion of the barge canal route before the entire chamber Several interesting addresses are expect-ed at this time.

Mr. McClintock gave interesting figures and data on the benefits to be derived from the western counties from the canal and also on the proportion of cost construction which each will be bliged to pay. New York and Buffalo will, of course, be immensely benefited, but it is difficult to see how the other nties through which it passes will be benefited by its normal use. On several counties a burden will be created through interruption of easy communication b tween sections and the destruction of taxable property. It will also cost the western counties a large amount of money. The total cost as Mr. McClin tock figures it, with interest, will be \$173,720,000. Of this amount Monroe County will be obliged to pay .024 per

cent, or \$4,169,300.

Mr. McClintock gives much detailed information in regard to the velocity of current and water supply necessary for the barge canal, and shows the amount of water power secured and the sources from which it may come. Lockport has always profited by the water supply of the Eric canal. In view of the large burden occasioned by the building of the barge canal. Rochester is also entitled to a reasonable proportion of the enefit to be obtained by water power. It is entirely practicable to establish a basis for fair distribution of the water

any trunk line in the country. The commercial travelers claim they are the largest users of mileage books and that heretofore they have been unable to secure more than 1,000 miles at a time. The western roads have refused to consider the question of mileage books.

Owing to the large clothing and furniture houses, nurseries and wholesale concerns in Rochester, whose agents cravel throughout the United States, the local council of travelers is especially interested in securing the 5,000 mile books. In order to insure railroad companies against frandulent use of the books, the association proposes a system of identification by photograph. It

which protect it. From frondequoit Bay a barge could go across the lake safely when the storm at any other point would be so terrific as to make traffic impos-

Irondequoit Bay, Mr. McClintock Irondequoit Bay, Mr. McClintock urges, is advantageously located for large business. From its ports the barges could carry coal, salt, cement, and manufactured products to Canadian shores and down the St. Lawrence. Returning they could bring wheat, barrels, lumber and rich ores. The route would be the cheapest obtainable.

The bay is four miles long, thre fourths of a mile wide and has a depth ranging from 30 to 80 feet. It is completely land locked. Its southern end is within one and three-quarters miles of the present city line of Rochester and of the present city line of Rochester air, it is destined to become the east front of the city within a few years. The bay before long will become the northern terminus of the Pennsylvania, New York Central, Lehigh Valley and Buffalo, Rochester & Pittsburgh railways.

Objections To Present Route.

Mr. McClintock dwelt particularly on the surveys run estimates made through and around Rochester for the barge ca-nal. From any ne of them, he stated, it will be possible to discharge 1,050 cubic feet of water per second into Iron dequoit Bay and also to build a connect ing canal. One of the four routes he eliminated as it follows the line of the

present canal through the city and is therefore out of the question.

He offered several objections to the route at present adopted, extending around the southern part of the city. As proposed, the route leaves the old canal about one mile east of South Greece, swings around southerly and westerly of Lincoln Park, then runs southeasterly, crossing the Genesee River about one-third mile south of Elmwood Avenue bridge, passing through Genesee Valley Park at the level of the river and deep enough to pass under the ex-isting tracks of the Erle and Lehigh Valley railroads; thence in a straight line to Pittsford.

Mr. McClintock offers nine objectio Mr. McClintock offers nine objections to such a route, as follows: First, the estimated cost is \$984.481 more than that of the line passing around the north side of the city. Second, it destroys Genesee Valley Park by taking a strip of land to make room for the excavation and to pile up the wasted material, and by occupying the park for several years dur-ing the construction of the canal, Third: It is planned to build a solid dam on the site of the old state dam, about five feet high, which structure will cause damage to the flat lands by raising the high water level. Fourth: The building of a branch canal from the proposed dam along the Feeder to South Avenue will add a real danger from flood. Fifth: The crossing of the Genesee will make necessary a guard lock on each side of the river with gates at least 25 feet high. At any rise of water, two extra lockages would therefore be necessary. Sixth: At times of high water it will be impossible to cross the river on account of the rapid current and floating trees, causing an interruption to traffic. Seventh. While guard gates can undoubtedly be made safe against water pressure at the crossing of the river, there site of the old state dam, about five feet edly be made safe against water, there sure at the crossing of the river, there may be danger when holding up a rushing torrent, carrying ice and trees. Eighth: It is planned to take no water from the Genesee River for the uses of the canal; but at times of low water it would be necessary to feed into the larger river through gates as much lower river through gates as much lower river through gates as much water as was coming into the canal by the flow of the river. Claims for damages will undoubtedly follow from the owners of water power on the river, or it will be necessary to give them a large portion of water that could be more advantageously put into Irondequoit Bay. Ninth: This line does not come Bay. Ninth: This line does not come within 6 miles of the head of Irondequoit Bay and a branch canal and raceway to it would cost several million dollars more than such connection with the line passing on the north side of the city.

Advantages of Northern Route.

Advantages of Northern Route.

The second line Mr. McClintock objects to for the same reasons, with the exception that it would not destroy the park. It would cross the river 1,000 feet above the Eric Railroad bridge and then follow the river on the east side as far as Clarissa Street bridge, when it would swerve to the east and follow a straight line until it met the present canal near Goodman Street. It would cost over two million dollars in excess of the northern route.

In reference to the northern route, Mr. Clintock said: This line leaves the old canal about

four miles west of Rochester and runs east, crossing the Genesee River about one-half mile north of Driving Park Avenue, thence easterly, about 800 feet northerly of Norton Street, to Portland Avenue, then turning southeast, and passing a little west of the new smallpassing a little west of the new small-pox hospital, crossing the Glen Haven Railroad a few hundred feet east from Culver Street crossing, under the New York Central & Hudson River R. R., a little east from Brighton station. There will be two double combined locks just west of the Lincoln Park and Charlotte R. R. with a total lift of 49,04 feet. There will also be a lock with a lift of 12.7 feet just north of the Glen Haven R. R. crossing.

"The aqueduct across the Genesee River will be 1,050 feet long and 255 feet above the surface of the river. The es-timates provide for enlarging the pres-ent canal as far as Lyell Avenue and

the high aqueduct over the river. The estimate provides for a steel structure costing \$469,112. The foundation here is solid rock and a stone aqueduct can be solid rock and a stone aqueduct can be built similar in character to the present aqueduct over the Genesee River except for its additional height, for a cost probably not exceeding \$1,500,000; second, there are a few more miles of side hill location on this line than upon the others, but throughout its length those is solid rock buttom, and all of there is solid rock bottom, and all of the banks can be made permanently sai

by masonry core walls. "The advantages of the line are: Pirst, it is only a few hundred teet long-er than the line through South Park and will cost no more, even if the aqueduct is built with stone; second, it is better located in relation to the business of Rochester as the natural growth of of Rochester as the hautra grown of the city is towards the lake and bay; third, it passes within one and three-quarters miles from the head of Ironde-quoit Bay and a spilling channel not over a mile long would discharge into Palmer's Glen, a ravine with rock walls through which it would discharge into Irondequoit Creek near the head of the bay. Such channel could be built in permanent shape for \$150,000; fourth, a branch canal can be constructed to con-nect with Irondequoit Bay, with single locks, for less than \$2,500,000."

MR. DANIELS EXPLAINS. Left Rochester "Off the Map" on Railroad Folder, by Mistake.

A communication was received yesterday by Secretary John M. Ives, of the Rochester Chamber of Commerce, from George H. Danlels, general passenger agent of the New York Central Rallroad, in which he acknowledged the receipt of Secretary Ives's letter regarding the omission of Rochester from the title page of the Western Division folder, issued by the company some time ago. Mr. Daniels stated that at the time the

title pages were arranged the idea was to show the terminal points of the divisions, and consequently Rochester was madvert-ently overlooked. He expressed his thanks for having his attention called to the mater, and said that in the next issue of the folder, which will be sent to press in February, pleasure would be taken in putting Rochester "on the map."

Rochester "on the map."

The following letter was received by Secretary Ives from Corporal James Tanaer, of Washington, D. C.:

Accept my very cordial thanks for your kind remembrance as embodied in the flashight photograph of your late anunal banquet. I very highly appreciate your kind remembrance of me. The picture brings to mind an event of unalloyed pleasure. I shall consider myself fortunate indeed if, in the future, I shall ever be permitted to sit down once more with such a royal crowd of good fellows. With all regards,

Yours very truly,

JAMES TANNER.

FAVORS SOUTH LINE

Chamber of Commerce Isn't Supporting McClintock. Post 5-16. 78by-3,1904.

Will Work Merely to Have Plans Changed So as to Keep Barge Waterway Out of Genesee Valley Park-Question of City Rentle the

Members of the Chamber of Countries say that no attempt will be made to beom a northern route for the barge canal around Rochester at the meeting of the corporation next Monday might The discussion will be solely with relation to the best plan to pursue in an attempt to persuade the sinte officials so to modify their plans as to keep the canal out of Genesic Valley para. A member of the chamber told a re-porter for The Post Express this morn-

porter for The Post Express this morning that one reason why the corporation had put fiself on record in favor of the couthern route was that it provided for a spur with a basin or harbor in a good location in the heart of the city. This man called attention to the fact that County Engineer McChintock, in his recent paper favoring the northern route, had nothing to say on the subject of a branch canal had the city. When the matter was brought to the attention of County Engineer McChintock this morning he said.

"The report of the state engineer on the report of the state engineer on the northern route proposed the wideli-ing and deepening of the present ranal from the point where the new before canal is to diverge from it, at the canal is to diverge from 18. at sharpe curve in 1 beyond the western widewaler, to Lyell uvenue in the city, where a basin would be constructed similar to that contemplated by the southern route in the vicinity of the Lehigh Valley station. Then, if advisable, the present canal from Brighton halo the city rould be widehed and despended.

Mr. McClintock said that this work, including the building of an aqueduct

Mr. McClintock said that this work, including the building of an aqueduct across the Genesce, contemplated in the northern route, would cost no more than the route around the city to the south and would be of for more benefit to the city by reason of the water power it would develop and the connection with frondequoit bay.

The county contineer declared that the three men practically selected for maces

three men practically selected on the governor's adv ester's interests in il said to be Edward A state engineer; anoth monds and the third : trol of the Niagara

BARGE CANAL ROUTE.

Chamber of Commerce To Discuss the Proposition To Carry It Through

Herred Zen 611904 r of Commerce will be held next

onday evening at 8 o'clock, at which no the question of the proposed barge hal crossing Genesee Valley Park will sminute addresses will be made abist the proposition by George W. (ffer, A. B. Lamberton, president of a Park Board; Hon. Henry C. Brewor, and other members of the cha

First Vice President

Third Vice President

Busines to House our

THERE B. PAISIES

Charles V. Chapter

W. H. Dattert

Danie J. Plaher

Little D. Palme

L. P. Ress. B. H. Sherburn Ridns A. Sibley

Surpeting

THOMAS E DENN

GEORGE F. ROTH

WHIN M IVES

1 0 10

ta Jan't Doyle

ROBERT A. BADGER.

BENJAMIN E, CHASE

A.B. Grancon

H. D. Supervices

Waters W. Powers

billin Bradley

William Carmin William P. Port

A Polini

TORN CRAIG POWERS

are, chalenan G. Cere Co., Part busin

The abjects for which this corporation is formed are to fester the trade of commune of the City of Rochestor, to protect such trade and commune from unjust and unlawful exactions, to reform almses in trade, and to promote a more enlarged and triendly intercourse between merchants and maintacturers.

Application for monthership should be made to the Swellernly, to willings

There is just initiation bey, and the does are twenty. dollars per year

Forsons having money to invest to local manufacturing enturprises should communican with the Sectionary. A bendy for the free ourse or real vehills, enhable for

building sites, can be tound at the office of the Societary Members are typic-fed to correspond with the Sweretury or, in special cases, with the President, concerning any matters of public interest which they believe may properly come before the officers of committees of the

TELEPHONES 379

nchester hamber of unmerce



Officers and Standing Committees

ROCHESTER CHAMBER OF COMMERCE February 8, 1904 at 8 P. M.

The Question of the Crossing of Genesce Valley Park by the Proposed Barge Canal will he Discussed.

Rochester Chamber of Commerce

Christian Michael Davin, Phys. Chironia

The regular monthly meeting of the Corporation will

Monday, Feb. 8, 1904, at 8 p. m.

on which occasion the question of the proposed barge canal crossing Genesee Valley Park will be taken up.

Ten-minute addresses will be made against this proposi-

GEORGE W. RAFTER, C. E., A. B. LAMBERTON, President Park Board, HON. HENRY C. BREWSTER,

and other members of the Chamber

be held in Assembly Hall,

This question is a most important and far-reaching one, and it is earnestly hoped that you will give it the attention it merits and show by your presence that you are interested in the future of the city in which you live,

Encle ed find two admission cards, which please hand to friends not members of the Chamber. Luncheon by Teall.

John M. Sock

Rochester, N. Y., Feb. 5. 1904.

RELATION OF BARGE CANAL TO NAL COUNTIES

Full Text of Address of County Engineer J. Y. M'Clintock Before the Rochester Chamber of Commerce--Direct Application to Western Counties.

..\$17,658,500

sum.

Leaving out of consideration the county of Date, which will be benefited by having a terminal port, let us bunch together the amounts paid by the other six counties, and we find the proportional amount paid by each to be as follows:

Velocity of Current.

The amount of water power which can be developed by the canal is limited by the velocity of current permissible, and the amount of water necessary for the full and efficient operation of the canal. There is no limit to the supply of water because it is taken from Lake Brie-for the canal as far east as the Oswego river, and the canal can be so constructed as to carry any elocity of current for which it may not constitute the canal can be so constructed as for carry any elocity of current for which it as follows: Depth, 12 feet and in earth 5 feet wide at bottom, with side slopes of 2 horizontal and 1 vertical, and having an area of 1.182 square feet.

I conclude that an average velocity of two feet per second is allowable from Fonawanda Creek to Medina, a distance of 24 miles, and reducing from there to Rochester, 45 miles, to 1.6 feet per second; that is, from 1.35 miles per hour to 1.09 ralles; and from there to the Oswego river, less than one-half mile per hour. This will make the center surface velocity not to exceed 1.64 miles per hour.

Vernon Marcoutt, page 190 of his "Rivers and Canals," says that in the Suez Canal

"The Roard of Consulting Engineers, on page 184 of Barge Canal Report, quoto Major T. W. Symons, that that portion of Miagnra river, from the entrance of the Tonawanda to Black Rock Sloop-Lock is "thoroughly available for the purpose of having attom by canni boats other than those propelled by horses and mules," although in places the ourrent is from two

Evaporation, percolation and absorption of plants.
Leakage at aquedicts, culverts and waste gates.
Loss of lock gates and valves.
Loss over waste wells.
Water power to operate locks.
Water power for electric lights at locks. Water for lockages, at average of 15,000,000 to per day 15,000,000

average velocity of 0.625 feet per second at Lockport; gradually reducing to less than one-half at Savannah. Water Power.

Water Power.

The barge canal with a velocity of two feet per second will carry 2,255 cubic feet of water, and reserving 705 feet for the uses of the canal, there wai be 1,551 cubic feet per second available for the creation of water power; and in addition to this the 32,569,000 cubic feet per day required for evaporation, etc., will be available for power on the 60 feet fell in the canal at Lockport. This amounts to 376 cubic feet per second.

The gross amount of water power can

Fifth, near Lyons, 351 cubic feet per second, fall 28 feet, and discharged into canal.

Sixth, at Newark, 351 cubic feet per second, fall 26 feet, and discharged back into the canal.

Seventh, at Savannah, 251 cubic feet per second, fall 19 feet, and discharged back into the canal.

Eighth, at Baldwinsville, 351 cubic feet per second, fall 11 feet, and discharged back into the canal.

Eighth, at Baldwinsville, 351 cubic feet per second fall 11 feet, and discharged back into the canal.

Ninth, h Oswego river, 351 cubic feet per second in addition to all of the water used for canal purposes, except for evaporatoin, etc. 323 cubic feet, mading a total of 680 cubic feet, fall 117 feet, in addition to natural flow.

Total sector.

Nlagara Orleans Monros Wayna Cayuga Oswego	 *********	0	1,453 33,861 2,963	Number propositional to pay ments 9.2 3.5 31.5 6.0 7.7 5.8
Ti da	 result to		63.91.1	63.0

It is not possible to develop any in Cayunga County—and in Wayne County any in Cayunga County—and in Wayne County all the power must be developed at the beke. The thriving city of Lockport has been developed entirely upon the water power created by the Eric Causi. They have not only used the surplus water which is discharged back into the causi, under a legal right acquired from the state, but they take from the causi and discharge into Eighteen Mie Creek an ever increasing amount of water without any apparent warrant of law.

We do not gramble at Lockport's good fortune, but simply indea that in view of the large burden occasioned by the builded ing of the baree cannot we are entitled to a state of the control of the control of the control of the control of the safe of the control of the c

Need of Surplus Water Here. Meed of surplus Water Hore.

It is evident that the barge caust will be connected with Irondequoit bay in the near future, and make of it one of the best harbors. Such connection cannot be made unless the water supply necessary for its operation can be supplied from the large canal. The bay is more than 215 feet lower than the barge canal at the nearest point, and it is fair to believe that the demand for water for it might reach several hundred cubic feet per second.

Irondequoit Bay. This bay is superbly located for forming a harbor for a vest barge business, which is expected to come upon the completion of the barge canal. It is about in the middle of the southerly short of Lake.

waves, having 100 miles of open water to form in.

From Irondequoit bay a barge could often go across the lake safely, when at the same time, at one end or other of the lake the sea is running so high that a barge could not live.

For barge business, irondequoit bay is most advantageously located, and it is safe to believe that from here will go hundreds of 1,00-ton barges, to the thrifty Canadian villages on the north shore, and down the whole length of the St. Lawrence; and apparently, within a few years, they will go straight across the lake and through the new Canadian canal into the upper Great Lakes, carrying coal, sait, cement and manufactured products, and bringing back wheat, barley, lumber, and rich over from the unlimited deposits of Canada; and by the shortest and cheapest route.

and rich ores from the unlimited deposits of Canada; and by the shortest and cheapest route.

The bay is about four miles long by three-quarters mile wide, with a depth of water of 30 to 80 feet.

It is completely plant-locked, and is a most beautiful and provided and locked, and is a most beautiful and provided and locked, and is a most beautiful and provided and is a most beautiful and the provided and it will become the cast front of that city within a feet of the Pennsylvania. New York Central, Lebigh Valley, and so become increasingly attractive to compare the cast for the provided and so become increasingly attractive to both directions.

As an indication of the future possibilities of the ceal business, it is reported that more than 2500,000 tons of coal have been shipped from Charlotte during the past five years, and the business is rapidly increasing.

There have been surveys and estimates made on four lines, through and around Rochester, for the barge canal; from cither one of which it will be possible to discharge 1,00 cubic feet of water per second into Irondequoit bay, and also build a connecting canal.

The amount of water mentioned would be more than the regular flow of the General river, after carrying out the most claborate system of water storage, that has yet been considered. It would be sufficient to raise the level of the bay more than one foot in 24 hours, if the outlet was closed.

Routes Surveyed Through Rochester
Of the four routes, one follows the old
cannot through the city, and is out of the
question. We will consider the other
three somewhat in detail:
First. The southerly line is the one at
present adopted, and the one to build
which preparations are being made.
It leaves the old canni about one mile
cast from South Greece: swings around
southerly and westerly of Uncoln Park;
then turns southeasterly, crossing the
form Elmwood Avenue bridge: passing
through Genesse Valley Park, at the level
of the river, and deep enough to pass unthe triver, and deep enough to pass under the oxisting trackin of the Eric and the
Lehigh Valley Railroads; thence in almeat
the same straight line to Pitter and the
Lehigh valley Railroads; thence in almeat
dewn the river to all cannot at St. Paul
Street, is called the cannot at St. Paul
Street, is called there that the estimates
cover from a point on the cast to a point
on the west, which is common to all of the
lines considered.

The cestimate was increased 25 per cent. Routes Surveyed Through Rochester

cation in the county. It will take more than 40 years to get the trees of another park in as good shape as those in the park. The damage to the park can be fairly but at \$1.00 cet to build a solid dam on the site of the old state dam, about five feet high and with its top at the same elevation as the old dam. Such a structure will cause damage to the flat lands for a long way up the river by raising the high water level. The old dam consists of narrow wooden plers, between which plaules are set in at low water. When the water raises high and the pressure becomes great, these planks breek away and give more room for the dood. After every high water many of these planks are missing. It is possible that making the dam five feet high and solid may raise the level of a big flood as much as a such as freet. The records show that the calminate with the solid dam we may raise the traise possibly twelve feet. The site of the dam, which is to be the surface level of the cand, arossing or the branch room in the from the proposed dam along the wood in the cand arossing or the proposed dam along the word the chain growing or the proposed the langer, which appears obvious when we remember what happened twe years ago from the present feeder, which is a little ditts in present feeder, which is a little ditts in

extra lockages for a large part of the traffic.
Sixth. At times of high water it will be

Objections to This Line Are

Objections to This Line Are
First. The high aqueduct over the river.
The estimate provides for a steel structure cesting \$859.112. The foundation here
is solid rock and a stone aqueduct can be
built, similar in character to the present
aqueduct over the Genesse river, except
for its additional height, for a cost probally not exceeding \$1,500.900.

Second. There are a few more miles or
side hill locations on this line than upon
the others, but throughout its length
there is solid rock bottom, and all of the
banks can be made permanently safe by
masoury core walls.

Advantages of the Line.

Advantages of the Line.

Advantages of the Line.

First, It is only a few hundred feet longer than the line through South Park and will cost no more even if the aqueduct is built with stone.

Second, It is better located in relation to the business of Rochester, as the natural growth of the city is toward the lake an interface of the city is toward the lake an interface of the city is toward the lake an interface of the city is toward the lake an interface of the city is toward the lake an interface of the city is toward the lake an interface of the city is toward the lake of the late of the late of the late of the city is toward the context of the city interface of the city in the late of the late. Such channel could be built in permanent shape for \$150,000.

Fourth, A branch canal can be constructed to connect with Irandequoit bay, with single locks, for less than \$2,500,000.

The Long Level.

The long Level.

The length as measured on the line of the present canni is 62.49 miles, with total surfaces all of 8.16; feet, as given by Mr. Rafter. Report of State Engineer for 1896, may 22; making the sine of the angle of inclination of slope equal 0.000093. The balls of this distribution of slope equal 0.000093. The balls of this distribution width, and slopes of the standard section for nearly all of this distribution width, and slopes of two to one, and has an area, of cross section of 1.18 and to the distribution of 1.18. Then the bydrauling mean depth being the area divided by the well surface, will be 9.28 feet. Applying J. T. Fanning's formula, page 308 of the "Igraulies and Water Supply" mean velocity equal the square root of 2 states of the nydraulie mean radius multi-

The Long Level. .

Mr. Kulchling in his report for the water supply for the burgs canal, and Mr. Rafter in his report on the water supply for the enlarged Eric, have water supply for the enlarged Eric, have state to provide something more for includent that it would be wise for independent and agricultural uses.

Mr. Kulchling puts this at 322 cubic feet per second, which would more than use up the balance of the capacity of the long level.

It seems to me that it will be wise to build that portion of the canal in most substantial manner, so that the east end will be about 12.97 feet lower than the worten and, so that a current of 1.7 feet per second shall be maintained continually, and that in place of attempting to regulate the flow to the varying demand, it chall spill into Irondequot bay, and while the flow into the canal will be regular at with the demand for navigation purposes. The current once put into movement should be retained continuously summer and winter, and in order to remove a cause for breaks which have occurred on this section in the past, cement masonty in place of clay puddle walls.

Instead of making the slope of this level as, it should be made greater. On the d cased the effort was made to limit the clocily of current to 8.735 feet per second.

With such a large canal through a rap-

Therefore in order not to have the water gumby limit the capacity of so expensive (aud), water should be brought so far as in auterly end of the long level to permit or double the number of lockages as estimated for. This would require 18,000,000 eacher feet per day additional, which is 208 robie feet ber second.

It is evident that the barge canal will be connected with frondequoit Bay, if it proves to be the success that is autializated, and in order to make this practicable in the future it is necessary to build the barge canal, so as to bring the necessary water surply, and in order not to laye its capacity limited by the water surply; it should be as follows:

Cubic feet per day.

Leskage at lock gates and valves 1,20,000 Loss over waste welrs. 5,000,000 Water power to operate tocks. 1,000,000 Water power to operate locks.... Water power for electric lights at locks 700,000 Water for ld kuges 38,000,000 . 45,900,000

Total 45,900,000 That amodute to 531 cubic feet per accord.

From the foregoing the following appears to be a reasonable estimate of the amount of water required from Lake Eric for the full development of the barge patimate of Mr. Kuichling on basis of:

Twenty per cent for varying roughwater supply shall be as great as it is possible to have, without injuring the navigation interests of the canal. If this is done, it will be practically necessary to build the barge canal around the north side of Rochester, so that the Lockport end of the long level can be kept at its present elevation and this end lowered about nine feet so as to bring the required

about nine feet so as to bring the required amount of water.

"The state engineer's estimates show that the north line will cost nearly a million dollars less than the south line, after allowing enough to widen and deepen the present canal from the point where the new line leaves it to Lyell avenue, and making a commodious harbor there. The aqueduct across the gorge of the Genesee river will be 215 feet high and 1,050 feet long. It will make one of the noblest bridges in the world, built of stone. It can be made as permanent as the old canal can be made as permanent as the old can aqueduct across the Genesee, and will be the most impressive structure in this part t the country.

"Monroe county will furnish, either di rectly or indirectly, between \$4,000,000 and \$5,000,000 towards paying for the and \$5,000,000 towards paying for the barge canal, and if it is properly constructed the water power created in the county will be worth many times that. If Monroe county does not insist upon her rights, private interests will dictate."

President A. B. Lamberton, of the Park Consider presided against the barge

AGAINST CANAL THROUGH PARK
Democration taken by Chamber "It would be strange if the state should

FEBRUARY 9, 1904.

OF COMMERCE.

Advantages of the North Route. Proposed routes of the barge canal, both

to the north and the south of the city, were discussed at length at the monthly

night. County Engineer McClintock fa-vored the so-called northern route, while a paper by George W. Ratter was read,

a paper by George A. Latter was coas-favoring the southern come. Several pro-tests against the southern route which is designed to pass through Genesee Valley park, were expressed, and the chamber finally authorized its president to appoint a committee of five to confer with Mayor Cutter and take such action as may be

Cutler and take such action as may be leemed best.
President T. B. Dunn conducted the

meeting. It was intended to have George W. Rafter make an address, but be was

opened by calling attention to the fact that by the southern route it is proposed to cross the river near South Park at water

level. There will be heavy cuts for con-siderable distance at both sides of the river. On the east side, this cut will be

river. On the east sade, this cut win be, at its maximum, about sixty feet in depth, while it will be something like lifty feet on the west side. In or near South Park the canal is in a deep cut which can be made ornamental if desired. It could be crossed by an artistic bridge and finished with grassed slopes and with spoll banks removed away from the viculty of the

moved away from the vicitly of the park. The northern route, on the contrary, crosses the river a little north of Norton

215 Leet above the ordinary water level of

"No statements have been made by any-

the river.

"No statements have been made by anybody as to the depth of the foundations of this aqueduct below the water surface. At the foot of the lower falls there is a pool from ainety to one hundred feet in depth. It is probable that this depth is maintained throughout the whole river channel, as a fall may be expected to cut a pool at its foot about equal to its height. If this is true, such an aqueduct will cost perhaps twice as much as has thus far been estimated.

"Moreover, on the northern route, the barge canal will cross Maplewood Park, and in a far more disadvantageous manner than the proposed crossing in South Park. For a thousand feet on the west side of the river the canal will be on an embankment from nothing to twenty-live feet above the present ground level. Such an embankment from would effectually destroy the scente beauty of Maplewood Park.

"It seems to me that our critzens have been unduly algrated about the canal crossing through South park on the southern route. The act authorizing the reformanchment classing through for the seems of 1903.

era route. The net arrows are rounded and the condum—chapter 147 of the Laws of 1903—provides that the crossing shall be near Seath park. It appears that this language is explicit and expressly excludes crossing in the park. There is no engineering difficulty about crossing to the north of Elmwood avenue and outside the park. The present proposition is to cross

"The present proposition is to cross 1,000 feet south of Eliuwood avenue, canallzing the river from that point to the proposed dam, which will be located on the site of the old feeder dam. Suppose, instead of doing this, that the crossing is made 500 feet north of Eliuwood avenue. The canalization of the river from the canal to the dam is decreased 1,500 feet in length, or in terms of money, by nearly \$200,000. It is probable that

1,500 feet in length, or in terms of money, by nearly \$200,000. It is probable that the increase in earth excavation due to greater ent will not exceed this amount. Even on the route outside the park I would remove the spoil banks to east of the Erie railway, in order that there he so blot on the landscape in the inneediate vicibity. The expense of this will not

vicinity. The expense of this will not this he large."

County Vagineer McClintock spoke forget part as follows:

"It would be strange if the state should push the canal through one of our parks while New York city is destroying scores of valuable buildings to create breathing places for the people. To mar the beauty of South Park is to interfere with the whole park system. Canals draw to themselves everything opposed to parks. A park is built for all time and is sacred to the people of Rochester. I do not favor any special route, but I am opposed to the idea of taking the canal through our parks." CONFERENCE WITH MAYOR Committee to Discuss Proposed Routes and Communicate With State Engineer-McClintock Tells

parks."

Henry C. Brewster said that the chamber was agreed that the canal should not interfere with the city parks, and he offered the following resolution which was

seconded by H. B. Hathaway:

Whereas, The matter of the location of the barge canal through and adjacent to the city of Rochester is now under consideration by the official representatives of the State Engineer and Surveyor.

Recolved, That the president he requested for appoint a committee of five members of this body to confer with his Honor, the Mayor, and to take such further action as circumstances may seem to require.

The resolution was adopted by a unanimous vote. W. C. Barry, City Engineer Fisher, H. B. Hathaway and Supervisor Babcock

favored keeping the canal out of the parks. Division Engineer Rockwood said that the state engineer would be glad to have the hamber take action on the canal He said that the northern route had been abandoned as far as the state engineer was concerned and that no one knew 000 can be spent during the next two

De Conference of Barge Canal.

The committee appointed by the Common Jounell and Chamber of Commerce to invesdil hold a conference in the Mayor's office at will hold a conference in the Mayor's onice at 11 o'clock this morning, to agree, if possible, on the route that Mouroe county is to advocate. State Engineer Bond will not be in Albany before Monday, and City Engineer Fisher will not go to see him, as he can be also be also from Mislam.

CONFERENCE WITH BOND ON BARGE CANAL ROUTE City Engineer Fisher May go to Albany To-Day—Committee Named for Chamber of Commerce.

Mayor Cutler yesterday afternoon sent a telegram to State Engineer Bond request-ing a conference to-day with City Engineer Fisher on the subject of the proposed barge canal. A reply had not been received last night, but is expected early this morning.

might, but is edged that this afternoon.

Mr. Fisher may go to Albany this afternoon.

The object of the conference is to find out definitely the proposed line of the causi near Rochester. It has been indefinitely stated that route is to run near Genesee Valley that route is to run heat.

Park. So many objections have been raised that it is proposed to have a hearing before the State Engineer on the subject.

A committee consisting of Hon. H. H. Edgerton, Hon. M. E. Lewis, Hon. W. W. Armstrong, E. A. Fisher and A. B. Lamberton has been appointed by the mimon Country to have been appointed by the

ton has been appointed by the cit to examine into the que, ions involved in the proposed route of the danal. Another committee for the same purpose, consisting of Henry C. Brewster, George W. Aldridge, William C. Barry, Henry B. Hathaway and Rufus A. Sibley, was appointed yesterday afternoon by President T. B. Dunn, of the Chamber of Commerce. These committees will confer, according

to the suggestion of the Mayor, "with a view of bringing about such an agreement on the part of all the interests thus represented, and as suggested by the Honorable. the State Engineer, with a view to making auch presentation at Albany effective in producing the result which we all desire and which I think we have good right to expect if such agreement can be reached promptly.'

EXPERTS FOR BARGE CANAL

Bovernor Names Commission of Five Men.

BOND TO RESIGN

StateEngineer to be Chair. man of the New Commission of ExpertsWho Will Have Advisory Function Throughout the Whole Work.

Associated PTSS Dispatch.

ALHANY, New York, February 17.

One of the most important steps yet aken toward entrying into effect the people's approval of the \$101,000,000 canal margement proposition will be taken to acrow when Governor Odel sends to the legate the names of the vaccini microprovers. morrow when Governor Odei sends to the Senate the names of the special advisory remaission of five expert engineers, inder whose eye the burge canal plans, already drawn by State Engineer and Surveyor Bond, will be availed for Bond, will be carried out.

Mr. Bond will himself be chairman of the commission and will resign his state office to accept the position. The other members of the commission will be Alfred Brooks Frye, now in charge of United States buildings at the port of New York; In Elimed L. Comball, conference. States buildings at the port of New Yorks, for Elmer L. Corthell, engineer in charge of the West Shore Railroad; William A. Brackenridge, engineer in charge of the Niagara Falls Power Company, and Major Thomas W. Symonds, United States engineer in charge of the public buildings at Washington. Or the five men named, two, Messis, Frye and Brackenhidge, are Democrats, and all five of the commissioners named have received the

Governor Odell has fixed the salary of

Governor Odell has been the said the commissioners at \$7,500 each, and they will undertake their duties at once. The burge canal law, which was passed at last year's session of the Legislature, and ratified by the people at the polls in November last, gives to the commissioners are activated to the commissioners.

ed to occupy from seven to ten years.

Mr. Bond, who is to be chairman of the commission, has been state engineer and surveyor for six years, or three terms, and in that capacity was closely connected with the drawing of the plans which preceded the passage of the canal improvement

Mr. Fire, now chief engineer and super-intendent of the United States public-buildings of the port of New York, has land twenty years' experience in almost every field of engineering work.

Dr. Corthell, engineer in charge of the Wesh Shore Raffread, has had extremely large experience in the building of great construction work for foreign govern-ments, as well as for the United States government.

ments, as well as for the timer states government.

Mr. Breckenridge is the present engineer of the Ningara Pails Power Company, and has designed and built some of the targest plants in the country.

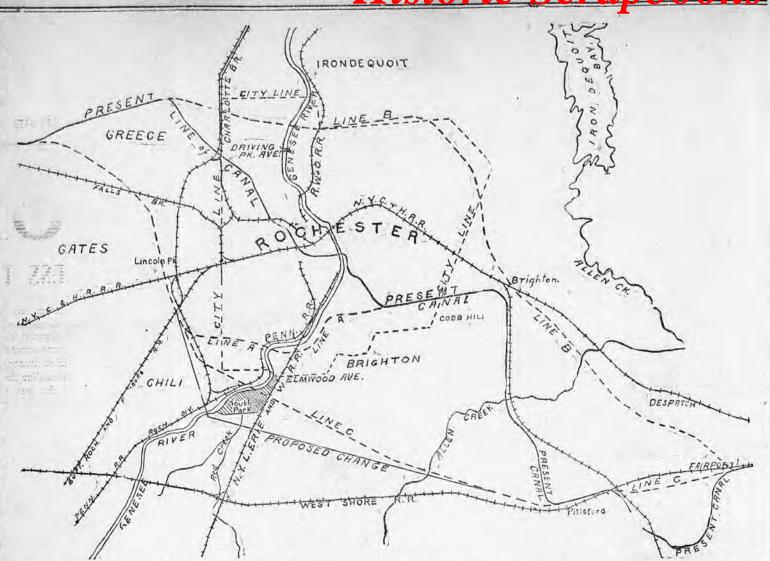
Major Symonds has been identified with the barge canni plan from the outset. He was in charge of the United States engineering work at Buffalo, and the canal accorates, were very argent in their presentation of his name as a member of the commission.

Although it is not absolutely decided, it is understood to-day that the Republican in as understood looday that the Republican lenders have practically agreed upon Heary A. Van Alstyne, of Columbia county, now division engineer of the eastern division of the Eric canal as the successor of Mr. Bond.

10

Central Library of Rochester and Monroe County

THE POST EXPRESSIONIES SEPTED DOOKS Collection AGAINST



MAP REPRODUCED FROM BARGE CANAL REPORT OF SURVEY OF 1900, SHOWING ROUTES THROUGH ROCHESTER

The Post Express by Civil Engineer George C. Mills, and the following statenent is submitted by him in explanation of the various canal routes through the city, with a suggestion proposing a modilication of the southernly route,

The map shows the four routes surveyed through Rochester for the barge canal. In 1900 the state expended \$125,000 upon surveys for the canal, and the results are published in the barge canal report, which is accessible to anyone. The above map has been copied from

The line on the north border of the city, marked "Line B." crosses Seneca park and the river on an aqueduct 1,050 feet lang and 215 feet high. This great structure would be the largest aque in the world, and the report, on page 14 says, "It is a menacing feature of this oute, as any serious accident w terfere with the through traffic of th

The second route follows the presen ine of the Erie canal, crossing the at the old aqueduct. The third limarked "Line A," leaves the Erie canal in the southeast part of the city and crosses the river about 1,000 feet above the Erie rallroad bridge. The fourth line

crosses the river at South park and is marked "Line C." The second and third lines which pass through the city are not under consider-otion. Although the barge canal can be built along the present line of the Eric through the center of the city at an ex-pense of nearly a million dollars less than the line through South park (see barge canal report page 156.) yet the state, in compliance with local interests, had abandoned that route ani also "Line A," which is the best route of all, (see report page 36, and has selected the longer and more expensive route along the south border of the city. The state has gone on record in this matter as willing to expend a million dollars in yielding to the demands of Rochester, and there is surely no occasion for harsh of its attitude up to date o reason to fear future ill treatment

The south "Line C" passing through the park has been tentatively selected. The objection to this route is that the park will be materially injured. If this objection is well grounded, it is of vital concern to the public, while if it can be removed, there is no reason so far as removed, there is no reason so far as thortester is concerned why the cannishould not follow this line. The details of the crossing in a pool, guard gates and the control of freshets, are details for the state to decide and it is not worth while confusing this discussion and wasting time in considering them.

Now, would it not be a wiser course to the assertant if this route can be so

to first ascertain if this route can be a modified as to remove this objectionable feature, rather than to adopt the ex-treme policy of advocating an entirely different route, which may in the end prove impracticable for the state to accept or which may develop some features equally objectionable to Rochester interests? In short, why abandon this because it cuts through Gen-Valley park in favor of the route which cuts through Gen-park in favor of the route which cuts through Seneca park? And besides, is it not reasonable

to assume that the state would prefer to change in a small degree the present alignment of this route, rather than to abandon it altogether?

The reader will notice a line marked "Proposed change," leaving "Line C" near Pittsford, passing around the south border of the rark and toning "Line C".

border of the park, and joining "Line C" again on the west of the river. This is the route which the writer suggests. It

The adoption of this plan would insure the safety of the park and visitors would not know there was a canal in state officials. The exact location

oit Bay.

would be only 2,000 feet longer than the line through the park, in other words only 7 per cent, longeril And since the line would pass over about the same kind of ground, the expense would be correspond to the expense would be increased in about the same proportion With this location, it might be possible to build the dam forming the pool at the upper end of the rark, and the presit dam below the park would remain

existence. Surveys occupying only a few days will determine whether this pro-posed change is feasible, and in case of its ultimate rejection very little time ould be lost. It is not a suggestion which requires a lengthy discussion. The election is three months past, and the time has been lost in discussing renote questions. The canal is going to be built and the sooner Rochester adopts a business like plan, the more time will there be to advocate the plan before the Genesee river crossing has to be determined within the next few weeks. The state engineer in his letter to the mayor has called attention to the necessity of determining very shortly the final loca-

HERALD, WEDNESDAY, FEBRUARY 17, 19

AVERAGE TEMPERATURE YESTERDAY WAS LOWEST OF THE WINTER

At No Time During the Day Did the Mercury Ascend to the Zero Mark.

e entire day and with a stiff west wind lowing a gale constantly, yesterday is et down in the annals of Rochester as one of the most bitterly cold days in her distory, and the day was entered on the books of the local weather bureau as the and coldest day of the winter, being, wever the coldest in point of an aver ge temperature throughout the day.
The registration of yesterday morning

is five degrees below zero, which, though, very cold, was not exceptional. But this temperature, coupled with the cutting wind, proved almost medurable, and in many instances there were cases of the most acute suffering reported from those people whose occupation took them outside of the sheltering walls of home even for a short period.

Below Zero All Day.

At no time during the day did the mergrees below. This made the average tem-perature for the day four below zero, which is well up to the record for Roch-

In view of the exceptional amount of In view of the exceptional amount of cold weather experienced this winter Superintendent Little of the Water Works Department was yesterdby questioned as regards the possibility that the frost might penetrate the ground to a sufficient depth to cause serious troubis by freezing the water pipes. Superintendent Little said that constant wateh was being kept to avoid this and that as the cold continued he grew more and more and more to fear that there will be trouble. "The frost has now pene-trated to a depth of four feet," he zaid "and our mains are only six inches lower than that, so you can see that we have but little leeway left.
"In the heart of the city where the

constant usage of water keeps it in mo-tion there is but little danger, but out in the suburbs where there is less water used it stands almost quiet and would take but little to freeze it in the pipes,"

Recalls Previous Cold Spell, It was stated last night at the weather bureau that this winter was indeed a record breaker as regards coid.
"The coid weather of the past few days," remarked Assistant Weather Observer Vanderpool, "seems to have been un-

With the thermometer below zero for usually protracted, and I can at present usually protracted, and I can at present recall but one instance when the average temperature for a period of four or five days could beat this. That was in 1899, when on February 19 the minimum temperature of the thermometer was seven below. On the next day it was the same, on the 12th it had risen to five below; and on the 13th it was at even zero. The average for the five days was below zero and the coldest days had an average temperature similar to that in average temperature similar to that of to-day."

Rochester's Coldest Days.

Mr. Vanderpol also gave a list of th Mr. Vanderpol also gave a list of coldest days of the winter, which are as follows: December 25, the date on which the cold weather set in, 3 degrees above zero; January 3, zero; January 4, 9 degrees below; January 9, 14 degrees below; January 19, 4 degrees below; January 19,

At the time of the last observation ast night the thermometer still stood at a point between 2 and 3 degrees below zero, although the atmosph seemed much warmer than during somewhat and was bowling the a ten-mile-an-hour rate prospect and "cold and fair" motto for several days to come,

PARCELS POST

TRUSTEES OF CHAMBER OF COMMERCE OPPOSE IT.

SAY SYSTEM WOULDN'T PAY

Benefit to Be Derived, They Claim, Would Not Warrant Increased Expenditure-Favor Scheme for a System of Postal Certificates.

flon on a number of matters was taken at the monthly meeting of the trustees of the Chamber of Commerce yesterday afternoon. Before the regufar meeting, the committee on Postal Facilities, Telegraphy and Insurance, of which H. B. Graves is chairman, held a posting A long communication from the cational Association of Postmasters was read. This was in favor of a bill to be introduced in Congress, to provide for the namee of postage certificates for the payment of small sums instead of using

The proposed certificates are 1 cent, 2 cents, 3 cents, 4 cents, 5 cents, 10 cents, the bill becomes a law, these may be ob-tained at the postoffices, and may be made payable to anyone to whom it is desired to transmit money. If the payee is paid in stamps, he will receive the full face value of the certificate; if not 1 per cent, will be deducted. The payee will be entitled to payment in cash for the ever-dollars of the certificate. The bill aims to do away with the inconvenience arising o merchants, manufacturers and busine men in general from payments being mad-with postage stamps. It has been in derived by Postmaster James S. Graham This matter was turned over to the Board

The question of a parcels post als B. Hathaway, who was chairman of the committee last year, reviewed the former committee's deliberations on the subject and gave its final decision against the sed bill to establish a parcels pos e present committee made a report to Board of Trustees in accordance with Mr. Hathaway's representations, and the pourd indorsed its conclusions

Points Against Parcels Post.

The committee's report reviewed the arguments for and against the measure The parce's post system of England is used as an argument in favor of such a system here. It was said yesterday that carried in England is forty miles, while in the United States the average distance s 442 miles; that England has only 4,300 miles of mail routes, while the United States has 507,744 miles. It was said that sied at a great less; 365,000,000 pounds are ied for \$3,000,000. This deficit is made up in part by the first-class mail matter; 70,000,000 pounds of it are carried for \$70,000,000.

If the parcels post bill should become law, it was argued, it would ruin not only the express business, but tens of tho ids of country merchants, and it would very greatly increase the postal deficiency, since the cost to the United States to carry mail matter is about fifteen cents a pound. A few, it was said, would be benefited at the expense of the many. The number of carriers, clerks and horses in the service would be doubled, and a new system of very large mail boxes would have to be introduced. It was estimated that the increased cost for the first year, if the proposed bill should become a law, would be about \$10,000,000.

Bill Has Strong Support.

On the other hand, it was said, the bill was strongly favored by the Postal Progress League, of which Albert A. Pope, of the Pope Manufacturing Company, New York, is president. The arguments of this league have been given through the league have been given through the press osed are in operation in England and the continent of Europe and are suc-According to the provisions of the pill, parcels up to three ounces are to be car-

nally increased with the weight of the parcels to be carried up to parcels weighing eleven pounds, which are to be carried for 25 cents. No parcel is to be more than three and one-half feet in length or n three and one that two cable feet of space, tresolution was jutreduced and adopt-at the meeting of the board, indorsing unmend legislation for the consider and recommend legislation for the development of the American merchant marine and commerce. Suggestions for the reliabilitation of the merchant marine were made, it was argued at the meeting, by President Roosevelt in his last message to Congress. The bill under consideration was introduced by Congressman Gardner, or Massachusetts. According to it, the commission is to consist of ten men, five to be enosed from the Rouse of Repre-sentatives and five from the Senate. Two members of the commission from each body are to be chosen from the minority.

I for I cent. The charges are grad

Trading Stamps Question. The Merchants' Association of New York was delegated to appear for the York was delegated the Assembly's Codes chamber before the Assembly's Codes Committee, in Albany Wednesday, March 2d, favoring a bill regulating the use of trading stamps. This bill was introduced by Josiah T. Newcomb, and is nost the trading stamps sys-entitled "An act to amend the relating to the redemption of mps." The Newcomb bill pro-

proposes to amend the tax law by ex-empting from faxation all mortgages en-beracing real estate in this state, but in posing a fee of 1-2 of 1 per cent, on the

low: Hon. Charles E. Ogden, No. 163 Harvard street; Rarton Brewing Company, by Charles H. Malleson, president No. 234 Wentworth street; Edgar F Lewis, D. D. S., No. 512 Ellwanger & Barry building; Louis Gander, No. 22 Cady street; William R. Storey, No. 711 Ellwanger & Barry building.

A STORY OF THE POSSIBLE DEVELOPMENT

NEW S. I. S. BUILDINGS WILL BE MODELS OF ARCHITECTURE

Group of 50 or 60 Structures Will Be Located In the Town of Rush, Near Pixley Station

James Feb 28. On the Erie.

ALBANY, Feb. 22.-The state has no group of institutional buildings than will be those constituting the noble plant of the State Industrial School, which will take the place of the pres-ent Rochester school. State Architect George L. Heins was at Rochester last week, in conference with the Board of Managers of the school, and the several schemes of buildings thus far laid out were gone over with care. At least four different sets of tentative sketches have been presented to the Managers, but as yet nothing definite has been given out as to the plans. It is learned, however, that the

group of buildings will be located about the center of the land which has been selected as the site of the school in Rush, not far south of the Scottsville road, so that the callre

Dearest the institution will be the Pix-ley station on the Eric road.

The principal building of the group of 50 or 60, which will attract the eyof the visitor, will be the administra-tion building, in which will be located the offices of the school, Other build-ings which must be constructed will include, in addition to the system of cottages for the inmates, the superin-tendent's house, reception building, hospital, drill hall, industrial building, shops, powerhouse, cold storage house, bakery, creamery, Protestant and Cathelle chapels, fruit evaporating plant, slaughter house, icehouses, barns and stables. In addition to these there must be a reservoir and filtration plant, bridges and elaborate clectrical, water supply and sewage

The great farm upon which the schowill be located comprises about 1,400 acres of as fine land as is to be found in the famous Genesce Valley. It oc cupies a strip about three and one-third miles long and nearly a mile wide on the east bank of the Genesee, between the north boundary line of the town of Rush on the north, and Honeoye Creek on the south. Two railroads intersect the tract; the Lehigh Valley runs through its westerly border from north to south, the Erie cuts across at ildway from east to west, and jusouth of Honeoye Creek the New York Central & Hudson River Ralicad skirts the southerly edge of the tract, Genesec Valley Junction with the Lehigh lies almost in the southwest corner of the farm, and West Rush station just out

The land alone will cost a little more than \$105,000. Title has not yet passed troller not having finally approved the purchase. Thus for only \$125,000 has been actually appropriated, so that after the payment for the land and the cost of original surveys and incidenta oughnering expense, about \$15,000 will be left to augment the appropriation hoped for this year, with which to begin the actual building work. Includ-ing the cost of the land, it is estimated that not far from \$500,000 must be spent on the plant before the managers will be willing to call the place ready for

purposes of the institution. The plons, when actually ready for work, must have the approval not only of the Board of Managers, but of the State Charities Building Commy don, which includes the Governor, Com reler, Fiscal Supervisor of State Cha State Architect and President the State Board of Charities. final plans for any of the buildings will be ready for the inspection of contrac-

fortunate than most other regions, and will be found to take its place. I will there are possibilities for the future, unsurpassed by anything known to his Wind Mills iges, and as is being done to an in

OF MONROE AND NEIGHBORING COUNTIES

tory. The territory lying between NI. agara Falls on the west and Auburn or the east; Lake Ontario on the nort! and Mt. Morris on the south; containing 5,000 square miles, and extending 120 miles along the like, has a salubrity of climate and richness of soil which make it the garden spot of the Empire State. The value of farm products of some of the countles included therein is only exceeded by one or two countles in the United States,

By J. Y. McClintock.

The manufactures and industries are unusually diversified. The products of its shops as well as its farms and nur-Series go to all parts of the earth. Fronting on the Great Lakes, traversed by the Eric Canal, and the most splendid rallway lines; within a short distance from the authracite and bituminous coal mines: underlaid with bed of rock salt, which are in some places so feet thick; everywhere dotted with great deposits of mark, clay, gypsum. and outcome of the finest stone, bot sandstone and limestone; and all I close proximity to the most magnificen vater-power possibilities; assure it ontinued and ever increasing prosper

In the intense activity of the Twen-tieth Century, this district is destined to take a leading part. Within this century there will arise, possibly, the largest city in the world, along the Ningara river, at its western end; and the many other beautiful cities and villages will increase accordingly. Th expenditure of \$50,000,000 in cor increase the presperity of the rural por tion during the next ten years. It has been proposed to connect the 400 cities villages and hamlets in this territory with a network of high pressure gas pipes; and supply gas for fuel and lighting to \$2,000 houses besides stores, least two distinct lines of supply to each place so as to insure agains broken pipes. There would be about 350 miles of high pressure pipes with a pressure as high as 250 pounds pe square inch, discharging into gas hold properly located, and from thes uld lead some 600 miles of low pr ure pipes for supplying customers. So that while advantage would be taken of the economy of high pressure for long distance transmission, yet there would be no possibility of the high pressure reaching consumers.

Gas an Ideal Fuel

Gas is the ideal fuel for the house as has been proved to the hundreds of thousands using natural gas, and to the many who in the cities have used highpriced gas for cooking. Mechanical en-gineers now agree that the gas engine will displace the steam engine, even for large plants because of its economy. It will be possible to furnish gas to scholders for 30 cents per the cubic feet and to large consumers for 15 cents. This will be made possible by utilizing the waste products of the district. These are: First, natural gas which is known to exist in vast volume, at a depth of less than 2,000 feet along the southern edge of the whole district Second. The gas formed in the manu facture of coke. There will be an im-mense amount of coke used, and this will be made in the district, instead o coal made into coke yields abou 10,060 cubic feet of gas.

Third. The utilization of a large por-tion of the water power of Ningara Falls is through manufactures requiring the use of the electric furnace, an all of these waste great volumes of valuable gas. And lastly, but more im-portant, is the possibility of using ad-vantageously all of the water power in the district for the manufacture of gas when it is not in use for other pur

Water Power In Monroe County At the present time the water power does not exceed 4,000 horse-power in a dry season. This can be increased to about 30,000 by a system of water storating another 30,000 above Mt. Morris tance to us. We are apt to forget about it, or even to think its impor-

The water power will be regular, while the demand for it fluctuates. For instance, the Rochester Railway might be operated with 3,000 hor. the average, although during two hours perhaps it requires 4,000 and for four fours or more out of the 24 it does not use any. Most of the power used in manufacture is only for 12 hours. It is proposed to use this surplus power in the manufacture of gas, which can be stored and used when required. The vised wherein one horse-power will get orate 1,000 cubis feet of gas in 24 hours with the use of 17 pounds of carbon an 25 pounds of water. The carbon ma-be in the form of the poorest quality nite, graphite, charcoal or even line stone. In fact, it is proposed to put verize and mix the different substance together so as to get the best result. It is estimated that the gas will not cost above nine cents per thousand cubic feet to manufacture and compress to 250 pounds per square inch, and be distributed at so low a price as to be a blessing to the whole community. It biessing to the whole community. It is this possibility amongst many others which make us desiroug of having the barge canst built upon the north line, so that it can be made (bring just as much water as possibly without marring its usefulness for nayigation. Whereas, if it is built upon the southerly line, it will not be designed as to bring enough water for its own use, and if it should succeed in attracting a large business, it would necessitate

large business, it would necessitate taking some of the water of the Gene-

see River.

Such a mill can be depended upon to develop eight horse-power for eight hours out of the 24. Such a mill is an

imposing structure and forms a notice able feature in the landscape. It would

require 22.472 of such great mills to gen erate the 60.000 horse-power that can be created in Monroe County by regula-

tion of the flow of the Genesoe Riv.

and the proper construction of the barge canal. If these mills were set in a row, say only 40 feet apart, it would extend 424 miles. That is, there would

be enough mills to make three row lear around the county, with a four

To maintain 60,000 horse-power with steam, would require two pounds of coal per horse-power per hour, or 500, 000 tons per year, which would amount

o 50,000,000 tens in 100 years. That is he outside limit of time for the exhaus-lon of all the anthractic coal deposit ret known on this continent, and is also

the time set for payment of the bond;

The cost of maintaining steam power

below \$60 per horse-power per year, Especially in view of the probable in-crease cost of coal and higher wages.

While \$10 per horse-power for water

while 310 per horse-power to water power is more than sufficient to main-tain and operate it. The saving on 60,000 horse-power would be \$3,000,000 per year, which is sufficient to pay all of the city and

county taxes, and create a fund large

the county, at the end of the century.

nough to pay for all the property h

Gas for Water Power

inuously can hardly be estimated

ned by the New York Central Rail

make a great show,

\$2,935,750

One and Three-Quarters Acres In the Retail District Completely Destroyed.

LOSS IS THREE-QUARTERS PROTECTED BY INSURANCE

Loss Pretty Evenly Divided-Rates May Be Raised in Consequence - Step Under Consideration Since the Baltimore Fire - All of the Burned Structures to be Replaced.

DESPITE MAGNITUDE OF THE FIRE NOBODY WAS SERIOUSLY INJURED

Chief Jaynes Alone Disabled-Buffalo and Syracuse Companies Fought Valiantly Beside Local Men. Help From Other Cities Not Needed-Wall on Main Street Pulled Down in the

Afternoon-Many Out of Work.

and deprivation which can scarcely be fair-

of the fire remained to be fully ex-plained, it appears to be beyond question

that it was caused by an electric fuse "blowing out" under conditions of excess of electric current, in the elevator shaft of the Rochester Dry Goods Company,

store. According to the story of the night watchman at that store, he heard the peculiar noise caused by the fuse being blown, and a few minutes later the flames

days before, the watchman says, a fuse in one of the electric circuits hal "let go," making a noise precisely similar to that which he heard yesterday morning before he discovered the flames.

These fuses are simply links of soft

metal, connected into an electric circuit. They are supposed to cut off the current when it becomes abnormal, and thus

avoid fire. It is equally true that, if the

molten metal comes in contact with in-flummable material, it will ignite it. In all modern electrical installations these fuses are inclosed in fiber cases, to pre-vent ignition of any substance from the

hot metal. It is said that the fuses at the Rochester Dry Goods store were not provided with the fiber cfases. The night watchman says that as soon

as he discovered the flames he sent in an

alarm, and, when he returned to try to

A portion of the Kirley building

burst out of the elevator shaft.

Shortly before 5 o'clock yesterday morna small, insignificant device, known an electric fuse, connected into the ring of the electric apparatus of the electric throwing red-hot, molten metal into

alls and metal framework of the Gran-e building, the sum of \$40,000 in cash be-nging to the Sibley, Lindsay & Curr ny, a few bolts of choice silks saved orr Company and the horses from that

The Granite building, with its stock of

Rochester Dry Goods Company and

The brick building at St. Paul and Di

tially destroyed; one wholly.

The Cox building, St. Paul street, was damaged, but was saved, apparently, by the fire wall that separated it from

Within a short time many streams wer dey, Lindsay & Curr Company's whole playing on the Kirley six-story building and the two buildings east of it occupied by the Rochester Dry Goods Company, Conservative estimates last night place the total loss as follows: On buildings \$2,035,750. Total insurance on buildings which had now become a roaring furna-Seeing that the fire was certain to spread, Chief Little telephoned to Buffalo and Syracuse, and asked for aid from the Fire

Worst Fire in City's History. The fire, which burned over an area

one and three-quarters acres, in the most important dry goods district, was by far the worst, in point of financial loss, ever suffered by the city. Owing to the time the fire started, no human lives were lost. The fire came at a time when the big department stores had greatly replenished repartments of those cities.

From the Kirley building the flam soon communicated with the big department store of the Bendle Sherbune Company, and in almost less time than it takes to tell it, the inflammable stock was The fire came at a time when the big department stores had greatly replenished their stocks, in view of the spring trade, Hence, to the visible loss of about \$3,000,000, must be added the incidental loss accruing from the suspension of business by the important firms involved in the fire.

The tire is also peculiarly disastrous from the fact that fully 3,000 persons are a few minutes later a large portion of the front wall of the building occupied by the

Almost simultaneously with the falling

the fire, for a little, but not in its ferce-ness. Soon the flames found their way through the cellar wall to the Marble building and thence to the cellar of the big Granite building. Almost at the same time the fire communicated from the Sib-ley wholesale building, through the base-ment and second-story bridge to the Granite building, and mounted to the stories through the elevator shafts.

Granite Building a Furnace.

Although desperate efforts were made to each the fire in the upper stories of the from the roof of the Burke, Fitz Simons, Hone & Company building, the streams fell short of the mark. Gradually the fire ates its way downward through the beautiful structure with its many hand-some business offices, and it was not long efore the costly stock on the lower floors vas adding its inflammable material to the

upon tons of water were thrown through the windows of the medium and upper stories of the Granite building, but it was of little avail, except to prevent the fire from becoming so fierce as to communicate with the Burke building on the wes While the Granite building was regarded as fireproof, as fireproof buildings went at the time of its construction, the furni-ture and other contents of the offices in the upper stories, as well as the doors and make the fire both very hot and quite spec-

Burke Building in Danger.

For a time the firemen stationed on the roof of the Burke, FitzSimons, Hone & mpany building were required to de-e much of their attention to preventing flames from spreading to that building, and a portion of the streams were

used for that purpose. Time after time, the roof ignited, only to be extinguished by well directed streams. For a time, to the man in the street it seemed a foregone conclusion that the big department store would share the fate its three neighbors to the eastwa of its three neighbors to the eastward. Fortunately, the fire in the Granite building, owing to the fireproof construction of its outer walls, was principally confined to its interior, and, in reality, acted as a barrier to the spread of the fire further

But the great dry goods house of Burke, itzSimons, Hone & Company, was saved y only a little. Had an east wind been blowing, it is the opinion of experienced fromen that it would have been im-possible to save the Burke building and the buildings to the west, to a distance which can only be measured by the imag

to communicate from the Rochester Dry Goods store to the piano store of Gib-bens & Stone, and one or two small

At this point the firemen directed their efforts to preventing the flames from reaching the building next east, occupied by the Eastwood & Son Comonny, dealers in shoes. These efforts were successful, in that the fire was prevented

By 10:30 o'clock the fire was well under thrown on the ruins at a late hour this

Witnessed by Thousands.

spread rapidly through all parts of the

When the department, which responded promptly, reached the scene, the entire interior of the store was a mass of flames.

Chief Jayne at once turned in a general alarm and every piece of fire apparatus was soon at work. Chief Little was soon on the ground and the experienced fire chief instantly comprehended the task that was before the department. He believed that it was beyond the power of the means at his disposal to cope with the situation.

Within a above the department of the situation.

As late as 3 o'clock in the afternoon a owd of several thousand people broke rough the fire lines from Clinton avenue south to Stone street, and it was only after half an hour's strenuous effort that the people were driven back to what the officials regarded a point of safety.

Fire lines were established at Clinton street and Water street, and also at points in St. Paul street. South avenue and all

in St. Paul street, South avenue and all of the side streets leading to the fire dis-

of the side streets leading to the fire disfrict. Thus, in order to reach the FourCorners from Clinton street, it was necessary to pass around by way of Court
street or by way of Andrews street.

Up to a late hour last night crowds
thronged the scene of the fire, the fire
lines having been somewhat relaxed, after
the fire was once fairly under control.

Almost as soon as the fire broke out,
street railway officials cut the trolley wires
in Main and St. Paul streets and South
avenue, while employees of the Rochester
Gas and Electric Company promptly disconnected the electric wires which ran into
the fire district and shut off gas from all
pipes which could be reached. of the front walls of these two buildings, the large brick barn of the Sibley, Lindsoy & Curr Company, on Division street, and also the company's wholesade building at St. Paul and Division streets, caught are supported by the first district and shut off gas from all pipes which could be reached.

Superintendent Hicks was of the Rochester that No. 18 Sibley sometimes the free district and shut off gas from all pipes which could be reached.

Superintendent Hicks was of the opin-

the fire district would be resumed this forenoon. Employees of the railway company were last night engaged in removing the ice, which had formed on the tracks a depth of several inches.

Pulling Down the High Walls. Shortly after 2 o'clock, Mayor Cutler de ided that it would be wise to pull down he high walls of the Kirley building, and the high walls of the Kirley binding, and an arrangement to that effect was made with Friederichs & Sons, contractors. At 4 o'clock a rope was attached to a steel upright on the lower floor of the Kirley boilding and manned by firemen. At the first attempt the immense walls swayed and fell inward, one after another, like booke followers a library shelf, and within books falling on a library shelf, and within half a minute the ruins were level with the street. The operation was witnessed with much interest by a large crowd.

An attempt was made to pull down the walls of the Marble building, but it was abandoned until this morning. The walls of the Beadle-Sherburne store which had been left partially standing went down with those of the Kirley building.

Value of a Standpipe.

The value of standpipes was thoroughly demonstrated yesterday. The water that reached the Granite building from the St. Paul street side was delivered from the roof of Burke building. This water supply was all furnished from a large stand pipe that runs from basement to roof through the wholesale department of the building. The power for this supply was furnished by the fire pump of Burke's, which delivered 450 gallons a minute as long as required. In the opinion of city officials and firemen these streams preented the destruction of the Burke build ing, and prevented the spread of the fire

A serious loss is involved in the des tion of the contents of the offices of Archi-tect J. Foster Warner, on the eleventh floor of the Granite building. In Mr. Warner's offices were the plans for the new building of the Sibley, Lindsay & Curr Company, between North street and Clin-ton avenue. In the offices were also the plans for the West High School, for the Eastman residence, and many others. Not a scrap of paper was saved from Mr. War-

Mr. Warner said last evening that the Mr. Warner said last evening that the plans for these buildings will be reproduced as soon as possible, but he would not venture to give a date of their completion. He said that he hoped that the construction of the new Sibley building would not be delayed by the loss of the

J. Townson, president of the Board of Education, said the destruction of the plans of the West High school would de-lay the completion of that building materially. He said that they would have Condition of Granite Building.

Architect J. Foster Warner was asked for his opinion of the condition of the Granite building, with reference to its restoration. Mr. Warner said that, while he had, of course, not had an opportunity to make an examination, he was confident

that the structure of the Granite building is practically intact. He said that all that would be necessary would be to rebuild the interior. He was he said, satisfied that the walls are uninjured. He would express no opinion as to the warping of the beams, which he said are of steel, or

H. H. Edgerton, coincided in Mr. War-11. If leagerton, coincided in Mr. Warner's opinion regarding the condition of
the building. He thought that the building could be restored for something less
than \$150,000, the amount of insurance
carried on it. He also spoke with some
reservation, until the effect of the fire
on the columns and beams bud been definitely ascertained. He had no doubt,
however, he said recarding the outer however, he said, regarding the outer

& Curr Company, said that, from what had been told him by Mr. Warner and Mr. Edgerton, he thought the building could be restored for the amount of its insurance, which he said was a flat amount of \$150,000. Mr. Townson said that holow fire tile had been used freely for the integrity or the building proper, He said that, if the building proves to be in as good shape as is expected, the work of restoration will be entered upon at once. He said that the boilers are intact, and the windows of the light. and the windows of the building would be boarded up and the building dried out. The work of restoration would then be pushed as rapidly as possible. He said he had no idea how well the marble wain-scoting had withstood the fire.

Talk With Mr. Townson.

The few effects that were saved from the Granite building were taken to the bookbinding establishment of John C.

THIS POPLE'S Crapbooks Collect to Joseph Storage Storage of the company, which are given elsewhear and insurances of the company, which are given elsewhear when the cash safe, and in flow to the company, which are given elsewhear when the company, which are given elsewhear said:

ere, Mr. Townson said:
There is nothing in the report you bring me, that the company intends to abandon its projected new building and purchase the property east of the Granite building. If anything, this fire will hasten the construction of that building, for which much of the material has been or-dered."

Mr. Tewnson was visibly affected, when he reporter spoke of employees being brown out of employment.
"Yes," he said, "that is the saddest fea-

Mr. Townson said that the plans of the company had not been formulated. Both Mr. Sibley and Mr. Lindsay were absent from the city. The former was expected home last evening, and Mr. Lindsay is expected to reach the city from the South

Rochester Dry Goods Company.

John Fahy was seen by a Democrat and Chronicle reporter early in the afternoon. Chronicle reporter early in the attenuous Mr. Fally said that the premises occupied by the Rochester Dry Goods Company were owned by Mrs. Fally and the Kirley heirs. The 'puilding will be replaced by an eight-story building. Said Mr. Fally: "This is the first fire I have had 'n Berherte The building was worth 860.

Rochester. The building was worth \$60,000 and was insured for \$45,000. I think there was nearly \$200,000 worth of stock, upon which there was an insurance of upon which there was an insurance of the state of the s about \$150,000. The building will certain y be replaced by a large one of eight

Mr. Sherburne, of the Beadle-Sherburne Mr. Sherburne, of the Beadle-Sherburne Company, said he scarcely knew what to say, owing to the absence of Mr. Beadle, the president of the company. He said that one portion of the store was owned by Ellwanger & Barry, and the other by the Cornwall heirs. There are several of the Cornwall heirs, and there seems to be some doubt regarding their purpose, Mr. Sherburne said that if the building was rebuilt, he was of the opinion that his

FINE SERVICE BY MEN OF BUFFALO AND SYRACUSE

In response to the appeals for assistance ent to Buffalo and Syracuse at daybreak

"Will send aid right away."-B, J. Mc-"Will send and right away." Connell, chief Buffalo Fire Department, "Two engine companies left here 7:30. At 9, meet with horses; one three-horse team."—Chief Quigley, Syracuse Fire De-

ing, and left their city at 8 o'clock. They arrived in Rochester at 9:55 o'clock. The detachment consisted of thirty men, 2,400 feet of hose, Engines Nos. 8 and 2, and Hose Companies Nos. 6 and 3. They were met in East Rochester by F, Tangert, freight agent of the New York Central,

and E. G. Andrews, trainmaster.

When the companies arrived at Commercial street siding, where they unloaded, there were several hundred persons assembled there.

There were no officers at siding to keep back the crowd, whi worked its way on to the plutform and in pedeal the firemen. Policeman Ehrmen traut, Detective McKelvey and Railroad Detective Hurlburt soon reached the secue and forced the crowd to a proper distance As the Syracuse men took their apparatus from the train, cheer after cheer ro from those assembled to watch the p through State street by many enthusiasts who gave the fire-fighters a demonstration

the fire ropes prevented them from following farther.

The Buffalo men left their city at 8:36 o'clock, arriving at the Commercial street siding at 10:30 o'clock. The engineers had not be to be the commercial street siding at 10:30 o'clock. steam up, in that point beating the Syra-cuse men, although the latter arrived be-fore the Buffalo men. Engines Nos. 12 and 13 and Hose Companies Nos. 12 and of the relief party from Buffale The Buffulo men brought 2,500 feet of

Officials With Buffalo Men,

Some delay in reaching the fire after the arrival of the Buffalo men in the city was arrival of the Buffalo men in the city was occasioned by the fact that but one team of horses was sent to Congressial street.

It was necessary to press a team into service. Fire Commissioners R. H. Potter and William Persons accompanied the men. Master Mechanic Owen also of the party.

The Syracuse companies were under Assistant Chief Coombs. Immediately upon their arrival they were sent to the top of the Burke, FitzSimons, Hope & company building, where two streams were directed against the flames in the nite building. The men were able work in relays, owing to their numbers. Assistant Chief Coombs sand,

"Our Syracuse companies are not as large as the two detachments that were sent here. We have thirty men filled in, know-to make us stronger, The thing that characterized our run to

this city was the remarkable time we unde. We covered the eighty-one miles in 1:55. When we arrived in Rochester we aded and got to work in thirty-five minutes. That was also quick time, as anyone who has had any experience with anloading fire apparatus knows. We were at work before the Buffalo men arrived. No drew our water from Brown's race,

"Has Syracuse ever had a fire that equaled this," Chief Coombs was asked, "Well, about 12 years ago we had a fire "Well, about 12 years ago we had a fire in which the monetary loss was greater, but Syracuse never lost property in such a busy district. The area covered by the "March" fire at Syracuse twelve years ago was much greater than the are a burned here but when imposing buildings and other things are considered, this beats anything we ever had."

A rew moments of the control of the smoulding debris. One stream was moved so as to deluge the lower floor of the Granite building. Time after time the point from which the visiting fire-fighters worked was changed. Not a word of complaint was heard. Chief Coombs said:

"We were sent here to work. 'That's "We were sent here to work. That's what we're doing. We're doing the best we can. That's all that can be expected of us. But, say, don't forget to speak of the way in which we have been treated here. It's magnificent. We couldn't have been received better. One thing more. Our hose couplings would not fit the Rochester bedream. I understand that the Our hose couplings would not ut the Kock-ester hydrants. I understand that the Buffalo firemen experienced similar diffi-culty. It is a thing that should be reme-died at once. The three cities are near enough together so that aid is likely to be requested of the other at any time. The fix that we were placed in here to-day should be a lesson. There might not always be a mill race handy. I am for a specify change, and I am sure that the other chiefs will indorse me."

The fact that the Buffalo companies ar-rived in Rochester late is accounted for by Captain Whitmer, of Engine No. 12, Buf-

fulo, He said:
"When we left Buffulo we did not have gine or something—and that added to the delay. When we once got the right of way over the other train we came right along. We made some miles in a minut flat, and the others averaged about 1:08.

Pleased With Treatment. The Buffalo men, as was the case with equently, that they might better fight the re. They were kept on the west side of he Granite building, pouring water into Sibley's, both wholesale and retail, and highly of the way in which they had been Fire Commissioner R. H. Potter, who

Fire Commissioner K. H. Potter, who accompanied the Buffalo men, said:
"I wish you would say through you columns how royally we have been enter tained by your mayor, Mr. Cutler. He has extended us every courtesy and has ovided for our every comfort. would not ask for so much; we could not expect it. We are glad to have been of some assistance to your city. "It is too bad that such a fine building

rained by flames. But fire is not a respecter of buildings. Again, I wish to say that we convey our beartfelt thanks

Captain Maloney, of Engine No. 13, Bufinlo, spoke in a complimentary manuer of the way in which the Rochester men handled the fire. He thought it extremely tunate that the confingration was

Captain Maloney said that the com ies sent from Buffalo consisted Nos. 12 and 13, Hose companies Nos. 12 and 13. Captain Whitmer was in general charge of the men, receiving his instruc-tions from Chief Little. Chief Little, when nsked to make a statement last night, said:
"There is little I can say. The boys
have worked nobly, and they will have earned a good rest by the time the fire is over."
"What kind of work is being done by

Chief Little was asked.

"That can be answered in two words," ie said. "Good work." That, in the estimation of the Chief, seemed to be all that was necessary. A fire fighter himself, he knew that the mer sent from sister cities were sent to obe orders. In the fact that they did obe-orders, he could see nothing unusual "Good work" answered the question.

ESTIMATES ON LOSSES AND INSURANCE CARRIED

The total losses by the fire approxim mount about this sum, some bel no allebric above. An estimate made last night by former Comptroller James Johnston places the total loss at \$2,935,750 and the total Insurance at \$2,300,250. This estimate does not differ greatly in any particular from statements made by business men whose buildings and stock were destroyed. In most cases, except in the matter of insurance, the figures given by all are necessarily approxi-

In the estimate given by Mr. Johnston For Instance, the William Eastwood & Son Company, Nos. 176 to 180 East Main street, suffered some loss from water and the buildone time the water was from five to six inches deep in the cellur of the store. The total loss to store and goods is not thought

Buildings other than those in the table were slightly damaged. Many of those about the burning structures will need some palaring and resitting as a result of being hit by the water. The damage to the wires of the lighting companies, telephone and telegraph companies is another small loss not included There is a possibility that the losses of the

outs in the Granite building, other than the Sibley Company, may exceed \$200,000. There were about 125 remarks in the building, and some of these entried valuable studies, office fittings, instruments, etc. A consideration of the losses of some of those who suffored most will show that it is probable that the rotal loss may exceed the or J. Foster Warner, architect, tenih floor, lost everything in his office, plans, valuable pictures, instruments, etc. W. Martin Jones, torney, on the eleventh floor, lost a valua-

which he valued at \$11,000. His total loss, which, if lost, will greatly increase it. Dr. 3. Wood Ruggles, who was on the eighth loor, had a loss of \$1,200. The Blickensderfer Typowriter Company, on the seventh floor,

Of all of the lowes, that of the Sibley, Lindsny & Curr Company's wholesale stock is greatest. It has been estimated to be rth from \$550,000 to \$1,200,000. The estipunte of \$550,000 was given by James N. El-wood, manager of the Underwriters' Association of New York state. Nearly all of the etimates given by Mr. Elwood were much below those given by Mr. Johnston.

A. J. Gibbons, of Gibbons & Stone, gave the loss of his firm as \$5,000, damage done by water, and George A. Sabey said that he loss on the building would not exceed 23,000. In both cases the loss was covered by street was crushed in by falling walls. It is insured for \$3,000, a member of the company

Dry Goods Company, gave estimates in exs of those by Mr. Johnston. He placed the loss on the Kirley building at \$60,000, and insurance \$45,000; value of stock, \$200,-000, and insurance \$150,000,

ADVANCE IN INSURANCE RATES CERTAIN TO COME

In speaking of the losses of the insurance companies, James Johnston said last night that Lloyd's, of London, England. ould be the heaviest losers. Their los he said, would be twice those of any other company. Mr. Johnston gave the names of the other heavy losers, which follow: Etna, of Hartford; Hartford, of Hartford; Con-necticut, of Hartford; German American, of New York; Springfield, of Springfiew, Mass.: Fire Association, of Phila Mass.; Fire Association, of Primatelphan,
North British and Mercantile, of England;
Continental, of New York; Liverpool &
London & Globe, of England; Royal, of
England; Home, of New York; Phoenix,
of England; Queen, of New York, These
are not given in the order of their losses.
There seems little doubt that the fire

here will hoseen the increase of insurance rates on merchandise, buildings containing merchandise and unprotected manufactur-ing risks. Mr. Johnston said last night: "Insurance rates will unquestionably be creased in the near future, but it is im-ssible to say now how large the increase

will be or upon what classes of risks it will be made. The companies through heir home offices have recently been mauring plans for such an increase because the large Baltimore fire, and it is perfeetly safe to assume that yesterday's experionee in this city will necelerate their movements and cause a general increase in insurance rates throughout pretty near-

"Yesterday's fire will also be likely to cause a revision and increase in the so-enlled fireproof construction buildings, for It has been quite generally recognized that buildings of this class and their contents would not be susceptible to serious losses except in connection with configurations. "The Sibley, Lindsay & Curr wholesale

building was erected twelve years ago and was constructed with special reference to safety against fire. Its elevator slufts were inclosed in brick wells with standard fire doors; i. e., heavy wooden doors covered on both sides with tin, to prevent a fire spreading through the ederator shaft. Its stairways were in-closed in brick, with similar protecting doors. The girders of the building were of iron, the ceiling were brick arched. There was practically no way for a fire in any floor to communicate with floors nives or below, and yet as a result of yesterday's fire the building was totally lestroyed with all of its contents, amount

ing to \$1.000,000 or over.

"The fierceness of the fire in this building and the rapidity with which it spread were undoubtedly due to an explosion in the Rochester Dry Goods Company's building, which forced the Division street walls of the building to fall and permitted the flames from it to shoot into several of the loors of the Sibley building in an instant With such a start the flames st through the Sibley building in an in ibly short time, causing the complete d struction of the building and contents."
Mr. Johnston warmly commended the
work of the firemen.
"From the Chief down to the lowest

subordinate," said he, "every man worked like a general."

SYRACUSE CHIEF TAKES COMMAND AT THE FIRE

Coumbs, of the Syracuse

"The fire has been turned over to me by Chief Little. The action was taken upon the advice of Mayor Cutier. Assistant Chief Jaynes is already injured, and Chief Little has been working very hard. Mayor Cutlor

"Chief Little pieced me in command i 7:30 o'clock. Buttation Chief Atkinson and Buttation Chief Creegen are on duty. They are in charge of the non on the rear, or north, side of the burned district. I have charge of the men on St. Paul and Main streets. I have now fourteen streams on the fire. Two of these are from the water tower." And then be added: "That Chof Little is a crackerjack. He is a fire-fighter." Chief Coomba was asked to make a stat

ment in regard to the condition of the Cox building. He said: "Fire has not damaged the building that I can see. The fire wall between the Sibley wholesale store and the Cox building held the flomes, with the excention of a spot

The only damage to the Cox has we know of now, will be by water, of Chief Atkinson and Chief Counts later had a talk with reference to whether the Granite building walls would stand. Said

the top as good and solld as ever,

HOW POLICEMEN SAVED SLEEPERS AND HORSES

Before the first alarm had died awa olicemen were numerons in the neighbor-ood of the fire, and in a tew moments hey were rushing through the Marb any rooms. The Rochester Dry Good's company's building was then abiaze next

door and firemen were getting the first streams on the flames.

Polleomen Moran, Hennessy, Bennett, O'Neill and Convey made a search of the block and made sure that every occupant was out. It was difficult to rouse some of the sleepers. On the ent side of the I the sleepers. On the east side of th Rochester Dry Goods Company building was the Sabey building, occupied by many roomers. Other policemen ran through it

and roused the sleepers.

After getting everybody out of danger in the Main street buildings the blueconts went to work in the rear. They were uner the direct charge then of Sergeants Klein and Meble. The time of the alarm was the hour for changing the patrol from the night to the morning squads. This was a fortunate coincidence, as all were

Policeman Hounessy found his way first to the rear of the Main street stores in Division street and requested the aid of two young men, named Thomas and Schlegel. They found the watchman of the Sibley barn, and all four began getting

out the many horses stabled there.

It was a difficult work, as the horses tried to re-enter the building after once putting their heads out and seeing the smoke and fire. However, all the animals were saved and turned loose in Division street. Policeman Schemerhorn took out the last three from the third story of the barn by lowering them on an elevator worked by hand power. One of the horses led by Hennessy was struck by a falling live wire and the odor of burning hair was

noticed. The borse fled at a frightful gait to those in the Wright livery stable, next east of the Sibley barn and also on Di-vision street. They got out all the horses and began removing the carriages when ecked the stable. H ad they remained in the stable a few moments longer s nust have been buried in the roius.

FIRST MOVES AFTER THE DISCOVERY OF THE FIRE

It is evident that the fire was discovered by several persons at the same time, Po-liceman Patrick Convey saw the fire when at Stone and Ely streets and ran to the box at South avenue and Ely, Policeman Bennett, at Main and Clinton streets, had the glass broken in box No. 56, on Dake's drug store, and was about to pull the lever when he heard the first strakes of the City when he heard the first strokes of the Cit; Hall bell sounding box 12, palled by Po-liceman Christy, at Main and Water. Bennett then ran to the store and en-

tered just behind Fred Cooper, a hell boy from the Whitcomb House. The engi-neer of an adjacent building entered at the same time. They were the first persons

to enter the burning store.

Cooper said last night that he entered as far as the top of the stairs and shouted down to the watchman. Thomas Collins, who he knew must be there. Collins ran apstairs and Cooper and Bennett helped him outside. He was dazed, says Cooper, Collins is S3 years old. He went to the Whiteomb House. The first three in the store found it a

mass of flames at the rear and so full of smoke that they could not remain longer than to get Collins out. Cooper says the ceilings were then all covered with a blue hame. It seemed that a long start must have been gained. The fire seemed to the three to be all in the rear of the stor. All who watchd it at this period say tha burst out suddenly from all floors,

GUESTS OF TWO HOTELS ALARMED BY THE FIRE

The Whitcomb House and Eggission Hotel were scenes of excitement and refirity as soon as the fire companies attived upon the scene. Manager C. G. Thorn, of the Whitcomb, said that he was appealed by the colors in the window. awakened by the noises in the street as soon as the alarm was turned in.
"I hastily dressed," continued Mr. Thorn and went down stuirs. As soon as I saw the condition of affairs, I ordered our engineers and barn help to station

selves on the roofs with the apparatus used in the hotel. I next went to the top floor and worked down to the first top floor and worked down to the market floor, notifying every guest of the state of affairs. The lobby was soon alled with guests. My next orders were to throw open the doors of the women's entrance and to carry in the furniture, bedding, and swides earned from the burning and articles saved from that the wind was in the opposite

Charles F. Ward, proprietor of the Eggleston Hotel, said last night:
"Shortly before 5 o'clock yesterday

morning the hight cashier, Oscar Micky, climeed out of a front window and saw a red light in windows of the second story of the Rochester Dry Goods Company store. He called me and then ran out and pulled box No. 46, on the Alliance Bank building, at Stone street and Main street, east. Only a few minutes had elapsed, but what a change took place. The flames shot from floor to floor with great rapidity, and it was but a short time when the whole structure was afre. I notified the guests personally of the situation and assured each that there was ac danger to the hotel, owing to the direction of the wind. I stationed men on the roof and in each floor, and took the precaution to have the extinguishers in reach in case of emergency."

Telegrams were received by the proprietors of both hofels and many were amusing. One dispatch was from New York and it read: "I have heard of your trrible fire. Is the hotel in ruins yet?" Another read: "News has reached me of your disastrous fire. Let me know if you have any rooms with cool walls."

WATERWORKS SYSTEM IN PERFECT ORDER

Commissioner of Public Works Neville and Superintendents Little and Cripps, of the Waterworks Department, saw that hydrants were in working order and that the pressure was kept up. The portable steam engines of the Waterworks Department were kept on hand for thawing out hose or hydrants if needed.

"All the hydrants were found to be in working order," said Commissioner Neville, "and the waterworks system was working at its best. At the Holley pumphouse the engine kept up its full limit of 0,000,000 gallons a day, with a pressure of 130 pounds a square inch. It never has been put to the test that was applied to-day, and it has stood it without a break."

City Engineer Fisher was on the ground City Engineer Fisher was on the ground to give what assistance he could. Later he figured up the burned area, finding it just 1.75 acres. Mr. Fisher said that when assistance from Buffalo and Syracuse was sent for, it was suspected that the hose of the out-of-town companies would not fit the Rochester hydrants. "When the companies arrived," he said, "we didn't wait to see, but simply stationed their engines in Water street, where they pumped the water out of the race."

The fact that more than one alarm was sent in when the fire started, causing some confusion among the fire companies, was held to be a good argument in favor of the Mayor's scheme for a ceutral fire alarm system. Under the system proposed, an alarm could not go wrong and no confusion would result if more than one alarm were sent in at one time.

GAS BURNING AT MANY POINTS IN THE RUINS

POINTS IN THE RUINS

The inability of the Rochester Gas and Electric Company to shut off the flow of gas in the burned buildings presented a serious problem to the firemen. In several places gas flowed into the ruins and ignited everything inflammable within reach. There are still five places where is burns flereely, but having consumed everything inflammable near it, it is only burning itself out.

The principal points where the gas is burning, watched by the firemen, are in the basement of the Rochester Dry Goods Company's store, basement of Readle & Sherburne store, basement of the Granite building and on the fifth, eighth, minth and twelfth floors of the Granite building at the twelfth floor the glare from the unquenchable gas attracted the attention of thousands last night.

It was said by the Gas and Electric Company that it could not shut off the gas at

pany that it could not shut off the gas at the rains without shutting off the supply of a large part of the city. It may yet be ary to do this.

ANOTHER HAS CLOSE CALL

advised to go to a hospital. He refused to do this and rejoined his companions, after resting a short time in the quarters of Hose No. 12, on St. Paul street.

Aside from these two accidents, there was nothing for the hospital crews to do, save dress frozen ears and give stimulants to the exhausted men. Seven of these cases were taken care of by the Hahnemann Hospital crew and it is supposed as many more cases were trented by each of the other hospitals whose ambulances were at the fire.

SCENES AND INCIDENTS IN-

of the Great Conflagration as Seen at a Glance-Some Losses That Can Never Be Replaced -Embers.

Many persons residing on the East Side, even as far away as Oxford street, found in their yards the charred pages of novels, in their yards the charred pages of novels, portions of letters and poems printed on the finest paper with a blackened border. One East Side matron picked up in her yard a page from "Lady Rose's Daugater." Δ man residing on Oxford street found fluttering on his doorstep a page from "The Brothers." Another East Sider is the possessor of a page from "Lovey Mary." There were many other such instances. such instances.

These scorched pages will be cherished These scorened bages will be cherisated by their possessors as souveuirs of the biggest fire in this city's history. Most of the pages were untouched by fire except at the back, which goes to show that they were probably in cases, and when the fire burned off the back of the bindings the leaves were partial by the great the fire barned off the back of the bandings the leaves were carried by the great draught high into the air and wafted by the wind for long distances. Even portions of letters were found. One was addressed to the Sibley, Lindsay & Curr Company. The words "Please procure" were discernible, but the rest of the sheet had been burned off.

Young Woman's Plaint One of Many.

The Standard Oil Company loses many valuable records by the destruction of its offices in the Granite building, records which cannot be replaced. As good an illustration of the far-reaching effects of the disastrous fire as can be given, perhaps, was the wail of a young woman who watched the fire all yesterday morning instead of working in the oil company's offices as she had expected to do when she started down town at the usual hour.

"I had \$20 and my mother's bank book and some family papers locked in my desk up there," she told her friends, pointing to the blazing mass of granite. "I took them from home because I thought they would be safe as in a bank in that fireproof building. But what is their loss compared with the loss of my situation, coming so absolutely unexpected?" It was a plaint commonly heard in the crowds along Main street. Young Woman's Plaint One of Many.

Food for the Superstitious.

"Offset that with the fact that I can't

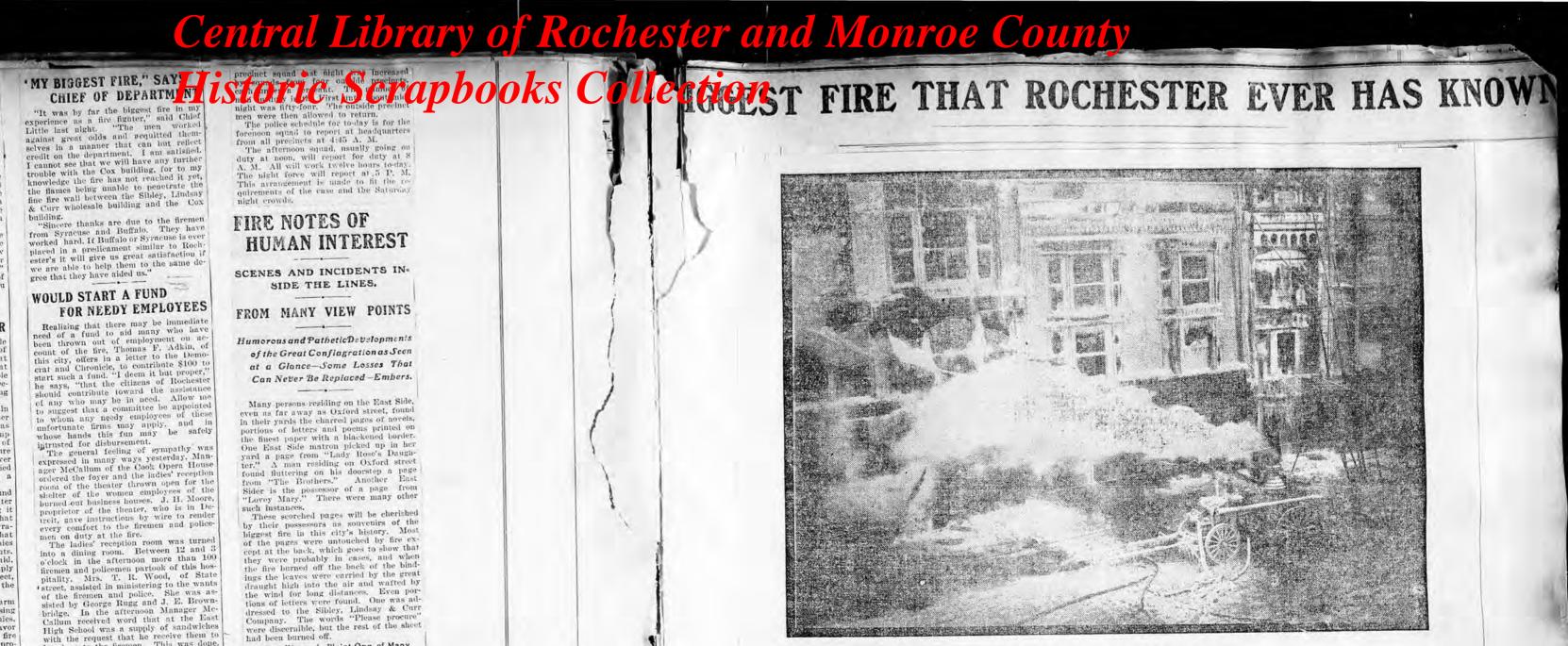
In Detroit we have 600 men, but of course it is a much larger city than Rochester. We have the three-platoou system there. "Or course, in the event of a fire like this you had to appeal for outside assistance. Any city of similar size in a similar fire would have to do that. Hut it is always the best sort of policy to have plenty of apparatus. I think the firemen did splendld work in preventing the spread of the flames."

Mr. Fowle has been commissioner of po-

Balky Hose Drenches Speciators. Balky Hose Drenches Speciators.

Three firemen had a struggle with a stubborn nozzle yesterday morning in St. Paul street that ended in a bath for all in the vicinity. Falling embers and glass forced the men to abandon the stream for a moment. No sooner was it left to itself than it tried to outdo a boa constrictor in its contortions. One man started the game of recovery about twenty-live feet back of the nozzle. He put his foot on the hose and waited for help. No. 2 took hold further up; No. 3 tollowed suit, and so on until the three were within took hold further up; No. 3 followed suff, and so on until the three were within four feet of the nozzle. Then began the real fight. The men were dragged backward and forward across the jagged pavement, and did not gain control of the obstinate nozzle until everyone in the vicinity had been dueled.

Lost His Wife at the Fire. While viewing the fire yesterday a man named Proctor, of Walworth, became separated from his wife and after looking vainly for her nearly all day finally asked the police to look for her and report to him at the Franklin house.



ICE COATED RUINS AND ENGINE.



LOOKING WEST IN MAIN STREET EAST.

ONE FIREMAN INJURED,

But one serious accident was reported But one serious accident was reported up to a late hour last night. Assistant Chief Jaynes fell on the ice at St. Paul and Main streets at 6 o'clock yesterday morning. He was picked up unconscious and hurried to the Hahnemann Hospital in the ambulance. After his wound was dressed, the Assistant Chief wanted to return to duty, but found it necessary to remain in the hospital. As the day wore ou, the patient showed symptoms of concussion. The surgeons were hopeful late last night, however, that the case would not prove serious.

not prove serious.

Ladderman Connaughton, of Truck No.

2, had a narrow escape late in the afternoon. With several of his companions he
was astride a line of hose on the roof of
the Burke building. The water was fed
for the truck of the roof and from from the stand pipe on the roof and from a hydrant on the street, the streams be-ing forced into the hose by steamer No. 5. The force of the pressure caused the line to buck and this threw Connaughton on his back, with the line of hose resting on his right leg. He hang head downward, to describe the payement, fully

on his right leg. He hang head downward, in danger of falling to the pavement, fully sixty feet below.

Licutement Frazer and several of the truckmen grabbed Consaughton and he was dragged back to safety. The big crowd watching yeared its feelings in a cheer. After the necident, the stream from the steamer was shut off. Connanghton was beloed down to the street and ton was belied down to the street and advised to go to a hospital. He refused

building.

"Sincere thanks are due to the firemen from Syracuse and Buffalo. They have worked hard. It Buffalo or Syracuse is ever placed in a predicament similar to Rochester's it will give us great satisfaction if we are able to help them to the same degree that they have aided us."

FOR NEEDY EMPLOYEES

Realizing that there may be immediate need of a fund to aid many who have been thrown out of employment on account of the fire, Thomas F. Adkin, of this city, offers in a letter to the Democrat and Chronicle, to contribute \$100 to start such a fund. "I deem it but proper," he says, "that the citizens of Rochester should contribute toward the assistance of any who may be in need. Allow me to suggest that a committee be appointed to whom any needy employees of these unfortunate firms may apply, and in whose hands this fun may be safely intrusted for disbursement.

unfortunate firms may apply, and in whose hands this fun may be safely intrusted for disbursement.

The general feeling of sympathy was expressed in many ways yesterday, Manager McCallum of the Cook Opera House ordered the foyer and the ladies' reception room of the theater thrown open for the shelter of the women employees of the burned out business houses. J. H. Moore, proprietor of the theater, who is in Detroit, gave instructions by wire to render every comfort to the firemen and policemen on duty at the fire.

The ladies' reception room was turned into a dining room. Between 12 and 3 o'clock in the afternoon more than 100 firemen and policemen partook of this hospitality. Mrs. T. R. Wood, of State street, assisted in ministering to the wants of the firemen and police. She was assisted by George Rugg and J. E. Brownbridge. In the afternoon Manager McCallum received word that at the East High School was a supply of sandwiches with the request that he receive them to be given to the firemen. This was done.

The Garson Clothing Company, Burke, Fitz Simons, Hone & Company and the McFarlin Clothing Company opened their stores and a general invitation was extended to the firemen and city employees, who were working at the fire, to enter the stores and receive garments of warmth and comfort. Mittens, woolen gloves,

stores and receive garments of warmth and comfort. Mittens, woolen gloves

knitted sweaters, mufflers, handkerchiefs and cardigan jackets were given out by the dozens without charge.

Commissioner of Police Fowle, of De

Commissioner of Police Fowle, of Detroit, was an interested observer of the work of firemen and police. He is a former resident of Genova and is visiting in that city. Learning of the fire he boarded the first train and came to this city. With him was Mr. Young, an Intimate friend. Both men were found last night by a Democrat and Chronicle reporter in the doorway of the Merchants' Bank. With them was Lieutenant Ryan, of the Fourth precinct. Mr. Fowle found it necessary to make himself known to the officer to keep his place inside the fire lines. "I think that the police and firemen have done admirable work," he said. "The streets are kept clear and there is no possibility of anyone being hurt. I saw the firemen tear down the walls this affernoon and admired the businesslike way in which they went about their work." I understand that you have only 200 men on

noon and admired the businessake way in which they went about their work. I understand that you have only 200 men on the police force. There should be more. In Detroit we have 600 men, but of course

Mr. Fowle has been commissioner of po-lice of Detroit for seven years. He left Geneva, his former home, about thirty years ago. He is paying his first visit to that city in some time.

OF DUTY FOR POLICEMEN Chief Cleary was notified of the fire immediately after the alarm, by Lieutenant

Stein, on duty at headquarters. The Chief

FIRE MADE LONG HOURS

DETROIT OFFICIAL SAYS FIRE WAS WELL HANDLED

WOULD START A FUND

FIRE NOTES OF HUMAN INTEREST

SIDE THE LINES.

FROM MANY VIEW POINTS

Humorous and Pathetic Developments

"Notice what day this is?" asked the superstitious man of his neighbor when they rubbed elbows in the crowd at Main and St. Paul streets. "It's Friday," said the S. M. solemnly, "and it's the 26th of the month. Twenty-six is a multiple of 13, remember."

"Offset that with the fact that I can't recall another morning in my forty-five years in Rochester when there wasn't a stiff breeze around this corner," retorted his practical friend.

The almost dead caim that prevailed at "Cape Horn" during the fire was most fortunate for the firemen and for the owners of building in the district, and was an an an an apprecedented condition at the windy corner.

Stein, on duty at headquarters. The Chief hurried to headquarters and with Lieutenant Stein arranged the details for handling the crowds that they knew would gather at the fire. Chief Cleary ordered that all men in outside precincts report at headquarters as soon as possible.

Officers who had been on duty from 0 o'clock the night before and were due to be

o'clock the night before and were due to ex-relieved were ordered to stay on duty. They were sent to breakfast at the Eg-gleston Hotel by Mayor Cutler and re-mained on duty until 1:30 P. M., when they were allowed to go home until time to report for duty at 8:45. With little were they four horse to sleen every man. reported for duty at 8:45, except one, who

The squad that usually goes on duty at noon was ordered out at 7 A. M. and remained on duty antil 9 P. M.

The night force will remain on duty this morning until relieved. The First

Mayor Cutier was at the scane of the fire from early morning until evening. He watched the progress of the fire, commending the work of the firemen and making valuable suggestions. He said that he was not there to direct matters, as Chief Little had perfect control and the fire fighting was progressing in a highly satisfactory manner. Late in the afternoon the Mayor made the following statement:

afternoon the Mayor made the following statement:

"Both the firemen and the police worked with unflagging courage and industry, and fully merit, as they are receiving from the citizens generally, the highest commendation.

"The assistance rendered by the Syracuse and Buffalo companies was valuable and is highly appreciated.

"During the day I received and declined with proper expressions of thanks, offers of assistance from Ithaca, Geneva, Lyons and Elmira."

Compriseioner of Public Safety Gilman

Commissioner of Public Safety Gilman watched the work of fighting the fire dur-

ing the entire day and most of the night. He had only words of praise for the work of the Rochester firemen and the members of the visiting companies who assisted.

"Our men have done nobly," he said.
"I don't think there can be a word of criticism. They have had a hard fight under very adverse circumstances, and the fact that the destruction did not extend over a greater area is a commendable feature.

"The men from Buffalo and Syracuse have given us very valuable assistance. He had only words of praise for the work

"The men from Buffalo and Syracuse have given us very valuable assistance. When I telephoned to Chief McConnell, of Buffalo and Chief Quigley, of Syracuse, this morning, they responded readily, stating their willingness to furnish us with all the men and apparatus needed. This is a service that we cannot appreciate too highly."

	La mastropo	Tane.	rance.	
	Losses and	Insu	runce.	
		Value	Loss.	Insurance.
9	Granite building\$		\$ 300,000	\$ 175,000
	Granite building Cole whole-	Carolono		0.000
	Sibley, Lindsay & Curr Co.'s whole- sale building	250,000	250,000	250,000
	Stock in Sibley wholesale building.	1.100.000	1,100,000	830,000
9	Stock in Sibley wholesale building	400,000	400,000	400,000
	Sibley stock in Granite building	200,000	200,000	50,000
	Tenants' effects in Granite building	75,000	75,000	60,000
	Buell building	20,000	20,000	15,000
	Ellwanger & Barry building	60,000	60,000	50,000
	Cornwall building Beadle & Sherburne Co.'s stock	250,000	250,000	240,000
	Goods of other tenants in Buell	200,000		
	Goods of other tenants in Duck	25,000	25,000	15,000
	building	25,000	25,000	20,000
	Kirley building	150,000	150,000	125,000
	Rochester Dry Goods Co. 8 stock.	Another		
	Goods of other tenants in Kirley	25,000	25,000	15,000
	building	10,000	5.000	7,500
	Walk-Over Shoe Company	15,000	10,000	10,000
		15,000	5,000	10,000
	Sabey building	25,000	10,000	20,000
	Gibbons & Stone	250,000	5,000	200,000
	Cox building	200,000	10,000	150,000
-	Goods of tenants in Cox building		5,000	80,000
	M. B. Shantz Button Company		3,000	3,000
	Wright's livery stables. Division St	-4100	2,000	1,500
-	Dwelling, No. 33 Mortimer street		750	1,000
	Dwelling, No. 31 Mortimer street	1,000	124.0	
	Value of property involved	\$2 502 500		
+	Value of property involved	\$5,00-,000	\$2,935,750	
+	Total loss		4-10-0-1	\$2,300,250
	Total insurance		9	A. Le A. L.

ADVERTISER: MONDAY, MARCH 7, 1904.

JAMES BRACKETT.

James Brackett, president of the Rochester Savings Bank, and one of the best known of the older citizens of Rochester, died this morning, aged 85 years, of pneumonia, at the City Hospital, where he had been confined for some

time.

Mr. Brackett, with his brother, Andrew
J., came to Rochester in 1838, engaging
in a wholesale business as a member of
the firm of Brackett, Averill & Company.
In the early forties he built a hotel in
Adrian, Mich., which later he exchanged
for the Brackett House in this city. On
December 1, 1850, he married Miss Mary A. Adams, at St. Luke's Church, Brock-port. In the year 1855 he removed his wholesale business to New York, where the firm name of Brackett, Clark & Company. Upon the death of his partner, Mr. Clark, he sold out his interest. In 1862 Col. Brackett was elected a member Mr. Clark, he sold out his interest. In 1862 Col. Brackett was elected a member of the board of directors of the Rochester City Hospital, and at about this time he became interested in the Pennsylvania oil business, with which he remained identified for about twelve years. Among other business enterprises, Mr. Brackett was at one time interested in the salt industry with William H. Gorsline. In 1864 he was mayor of Rochester, serving one term. For many years he held the position of director of the Rochester Savings Bank and for the past twelve or fourteen years had been its president. Mr. Brackett is survived by one daughter, Mrs. Beardsley, of Minneapolis, Minn. Another daughter died a few years ago. Two granddaughters and one grandson also survive him.

MANY OFFERS OF AID RECEIVED BY MAYOR FROM OTHER CITIES

Mayor Cutter received many offers of assistance from other cities. Telegrams came from Ithaca, Lyons, Geneva, Elmira and Syracuse, the last named city offering further aid than that sent, if it was found that it was needed. The Mayor replied, with appropriate thanks, explaining that the Rochester firemen, supplemented by the Buffalo and Syracuse companies, would be able to cope with the fire.

The telegrams received and the replies sent follow:

sent follow:

Ithaca, Feb. 26, 1904.

Mayor of Rochester, Rochester, N. Y.:

The city of Ithaca will send steamer to your assistance if desired.

GEORGE W. MILLER, Mayor.

Rochester, Feb. 25, 1904.

George W. Miller, Mayor, Ithaca, N. Y.:

Many thanks: no further help needed.

JAMES G. CUTLER, Mayor.

Eimira, Feb. 25, 1904.

Mayor Cutler, Rochester, N. Y.:

If you need any assistance, will be glad to sear fifteen or twenty men and one or two steamers; W. T. COLEMAN, Mayor.

Rochester, Feb. 23, 1904.
W. T. Coleman, Mayor, Elmira, N. Y.;
Fire now under control. Thank you for your kind offer of assistance,
JAMES G. CUTLER, Mayor.

New York, Feb. 28, 1904.

Hon, James G. Cutler, Mayor, Rochester, N. V.:

We are greatly shocked to learn that Rechester is being devastated by such a great conflagration and all former residents living confiagration and an ionier resident living here deeply sympathize with your people. If the Society of the Genesse can render any assistance, please command me. W. R. WILLCOX, President Society of the Genesee.

Syracuse, Feb. 26, 1904.

Mayor Cutler, Rochester, N. Y.:
Accept sympathy, 1s fire yet under control? Command my services.

ALAN C. FORBES, Mayor.

Rochester, Feb. 26, 1904.

Alan C. Forbes, Mayor, Syracuse, N. Y.:
Expression of sympathy acceptable. Fire
probably under control; no further assistance JAMES G. CUTLER, Mayor.

Lyons, Feb. 26, 1904.

Mayor of Bochester, Rochester, N. Y.)

Do you need more help? Have an engine ready if you wish it.

J. F. ROBINSON, President.

J. F. Robinson, President, Lyons, N. Y.: Many thanks; no further help needed, JAMES G. CUTLER, Mayor.

Geneva, Feb. 28, 1994.

Mayor Cutler, Rochester, N. Y.:
If our little city can be of any assistance, norify me. GEORGE F. LICHIT, Mayor, Rochester, Feb. 28, 1994.

George F. Licht, Mayor, Geneva, N. Y.:
Many thanks; no further help needed.

JAMES G. CUTLER, Mayor.

New York, Feb. 26, 1904.

Hon, James G. Cutler, Mayor, Rochester, N. Y.:

I am grieved to learn of disaster that has
overtaken Rochester. If I can be of assistance, please command me.

LOUIS WILEY.

THE COMMERCIAL ADVERTISER WEEKLY PICTORIAL REVIEW NEW YORK, STTURDAY, MARCH 5, 1904.

Rochester's Great Fire in the Business District.





RUINS OF THE ROCHUSTER DRY HOODS STORE WHERE PIRE STARTED

Son was ordered ou, mained on duty unti-The night force

asin and a he city with t area of the city, and I

Central Library of Rochester and Monroe County

Historic Scrapbooks Collection only in New Possessions.

THE COMMERCIAL ADVERTISER WEEKLY PICTORIAL REVIEW, NEW YORK, SATURDAY, MARCH 5, 1904.



THREE MINUTES AFTER WALLS OF BEADLE & SHERBURNE STORE HAD FALLEN.

Rochester, N. Y., was visited last Friday the eastern end of the block, in the store by a conflagration that left the retail dry of the Rochester Dry Goods Company, and Next west of Sibley, Lindsay & Curr pany were also burned. The flames ate

Lindsay & Curr Company-was by far the Rochester and the oldest. In addition to then the marble block occupied by the room, the money loss, it is estimated that twen-ty-five hundred persons were thrown out—finally the twelve-story Granite Building,

NSURANCE men will have reason to The burned district lay on the north side the upper part by offices. Only the front was destroyed, with all its valuable conremember the early part of 1904. Fol- of Main street, between St. Paul street wait of the Marble Building was left tents. The loss on this building and conlowing the great fluitumore fire, and Clinton avenue. The fire started on standing. The shell of the Granite Build-tents alone is placed at \$1,450,000. The

goods district in ruins and caused a loss worked west, taking but one store east of about \$5,000,000. Company, with St. Paul street running in their way into the rear of the Granite between, is the department store of Burke, Building from the Marble Building, and Three out of the five department stores Shoe Company, before its progress was were consumed, one of which—the Sibley, checked in that direction. Next west was the store of the Beadle- being from window glass broken by the largest establishment of this kind in Sherburne Company, which was destroyed; heat, and water leaking into the store- Granite Building can safely be repaired.

of work, temporarily at least, because of the lower part of which was occupied by a six-story building, occupied by the and Syraeuse. Each city responded, send-the fire.

the Sibley, Lindsay & Curr Company, and wholesale department of the firm. This ing two engines and men to man them.

The Fire Department did excellent work,



PLAYER THE HOSE ON SHILEY LANDSAY & CURR CO'S GREAT STORE.

The control of the property of the control of the c trained at the Virginia Theological Sinary. Assistance came to them fiphiladelphia, New Jersey, Richmond Baltimore, and they sailed from Nort Va., on September 1, 1889. They wire studied the Portuguese languand in June, 1890, inaugurated the wof the church in South America by oping a chapel in Porto Alegre, Rio Grado Sul. Their efforts prospered. In 1 Rev. William Cabell Brown, Rev. J. G. Meem and Miss Mary Packard sai for Brazil and upon their arrival a c vocation was organized and the miss took on new life. Missions were star in Rio Grande, Pelotas, Contrac in Rio Grande, Pelotas, Contrat Viamao, Jaguarao and other places, 1893 Bishop Peterkin of West Virgi visited the mission and confirmed 142 p sons. He licensed several catechists, t dered four native Brazilians to t Diaconate and Brensed four oth Brazilians as lay readers. In 1897 the bishop of the Falkland Islands visited timission and confirmed 159 persons. 1898 the general convention in Washin ton elected the Rev. Lucien Lee Kinsoling to be bishop for Southern Brazil, h fellow missionaries on the field havin recommended him, and he was conse fellow missionaries on the field havin recommended him, and he was consecrated in St. Bartholomew's Church, New York, on the Feast of the Epiphany 1891 iteturning to a there accompanie him the Rev. G. Wallace Ribble and Mis Maria R. Pitts, deaconess. The Rev William Cabell Brown translated the Book of Common Prayer into Portugues and an edition was published by the Hishop White Prayer Book Society of Philadelphia. So creditable was the worth the property of the Prayer Book Society of Philadelphia. So creditable was the worth the property of the Prayer Book Society of Philadelphia. So creditable was the worth the property of the Prayer Book Society of Philadelphia. So creditable was the worth the property of the Prayer Book Society of Philadelphia. So creditable was the worth the property of the Prayer Book Society of Philadelphia and the prayer of the Prayer Book Society of Philadelphia and Prayer of the Prayer Book Society of Philadelphia and Prayer of the Prayer Book Society of Philadelphia and Prayer of the Prayer Book Society of Philadelphia and Prayer of the philadelphia. So creditable was the work that its author was granted the degree of doctor of divinity. A theological seminary has been established in Rio Grande, and the Woman's Auxiliary has been organized in the mission. From the first lay workers were utilized and none were found more efficient than the devoted wives of the clergy."

CONVENTION CLOSE

Retail Hardware Men Will Meet I Buffalo Next Time. Louis G. Frast of This City Honored by Election as Second Vice-President-Parcel Post Bill Strongly De-

nounced-Other Business. With morning and afternoon session second annual convention New York Retail Hardware Dealers' a iation came to a close to-day in

PEOPLE VOTED ON THE COST

But That Was as Far as They Went on the Barge Canal Proposition---

Albany, Morch 12.-Chapter 147 of the laws of 1903, the law under which the barge canal will be built, contains this provision regarding the route of the

After following the old canal west of Pittsford "thence running across the country south of Rochester to the Genesee river, near South park; here crossing the river in a pool formed by a dam; thence running to the west of the outskirts of Rochester and joining the present canal about one mile west of South Greece.

"From the pool in which the cannt will cross the Genesee river, south of Rochester, there shall be constructed generally on the site of the old feeder northwardly toward Rochester, a canal of the size prescribed for the prism of the Eric, Oswego and Champlain canals and about two and a quarrier miles long, ending at the present Eric canal. The northerly end of this canal for a distance of 1,500 feet shall be enlarged into a basin or harbor with a width of 170 feet and death of tiwelye feer!"

In the course of Thursday's conference between Rochesterlans and State Engi-neer Bond, Mr. Frye, of the advisory board, remarked that the canal law of 1903 is a part of the state constitution and that the state authorities have no power to after the route there had down except that the state engineer "is hereby authorized and rquired to make such de-viations therefrom as may be necessary or desirable for bettering the align-ment, reducing enveature better placing ment, reducing curvature, better placing of structures and their approaches, se curing better foundations, or generally for any purpose tending to improve the canal and render its navigation safer and

there was no alternative but to build the barge canal to the south of Rochester. Schator Merton E. Lewis, in conver-sation with The Post Express corres-pondent on Thursday afternoon, said: "Mr. Frye, in common with many other whether the state should expend \$101,000,000 in the improvement of the canals.
If the legislature sees in it may amend
the law of 1903 as to the route of the
Eris canal. It can reduce the amount to
be expended, it could amend the law
so as to provide for the construction of
a ship canal. If, however, the legislature were in increase the cost of the conture were to increase the cost of the proto submit the question to the people again. In any other respect the legislature has power to amend the law of

the most feasible route through or near Rochester, the legislature may amend it in that or any other detail."

Postaree Canal Grossinger/2 The conference between Rochester officials and members of the causal advisory board was satisfactory in one respect: it showed that the state officials were willing to enter into a careful con in the rather difficult and complicate the Genesee river. But le another re the fact that the Rochester officials op-Valley park they did not seem to b united in any other respect; they had no

> seemed to favor a crossing sout resec Valley park.
> routes in all have 1 at propose

a and is wholly out of the question park, and this is objected to by al-

"It this beautiful per first the park, where the park of the park 100'28 arm, of the city. The latter crossing ester, and if the members of the advis-tory board will make a careful personal Inspection we are sure they will agree with us. Any crossing south of the city neans a huge canal basin and a brane) anal, connecting the city with the malr ine, and this would always be a source of danger. We all remember what haparea of the city, and it is

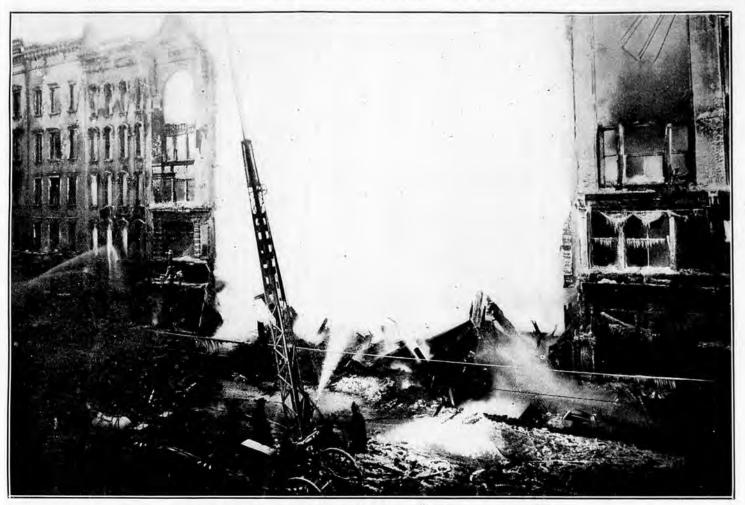
any recurrence of a similar disaster. It will be remembered that the canal basin as contemplated is to be 170 feet wide and 1,500 feet long, and that the branch canni is to be twelve feet doep and ninety-four feet wide. Altogether, therefore, these artificial bodies of water will be a constant menace and a very great menace to a large amount of property. Why should we endanger our proporty when the danger can be avoided just as well as not? Then, too, the engineering difficulties south of the city will be very great. Residents of Rochester Genesee river is in time of flood, and everything before it; and it is clear that canal across the elver by building a day dangers. It would be a hazardous and expensive experiment. This would be avoided by crossing on an aqueduc north of the city.

One of the members of the advisor board sald at the hearing that the route of the barge canal through this city was fixed "In the constitutional amendment which the people adopted last fall." Thi was a grievous blunder. The people did not adopt a constitutional amendme lost fall; they merely authorized the ere tion of a barge canal. The route was fixed by the legislature in the act submitting the question of a debt, and the legislature has the clear and undisputed right to amend that act. In our opin-ion the legislature should do this withou the slightest delay. Either the rout north of the city should be fixed in the amendatory act, which, we think, would he the best way, or the canal board should receive authority to select the rouse through Rochester that, in their judgment, seems to be best for the city and the state.

route to be changed from south of the city to north of the city except by legislative enactment. The legislature will adjourn in about six weeks, and the the better.

GUEST'S CARD.

THE COMMERCIAL ADVERTISER WEEKLY PICTORIAL REVIEW, NEW YORK, SATURDAY, MARCH 5, 1904.



SURANCE men will have reason to The burned district lay on the north side the upper part by offices. Only the front was destroyed with all its valuable conremember the early part of 1904. Folby a conflagration that left the retail dry goods district in ruins and caused a loss of about \$3,000,000

were consumed, one of which-the Sibley, checked in that direction. Rochester and the oldest. In addition to then the marble block occupied by the room. ty-five buildred persons were thrown out finally the twelve-story Granite Building. Sibley, Lindsay & Carr Company, stood of work, temporarily at least, because of the lower part of which was occupied by a six-story building, occupied by the and Syracuse. Each city responded, send-

of Main street, between St. Paul street wall of the Marble Building was left tents. The loss on this building and conlowing the great Baltimore fire, and Clinton avenue. The fire started on standing. The shell of the Granite Build: tents alone is placed at \$1,450,000. The N. Y., was visited last Friday - the eastern end of the block, in the store - ing remained intact,

this establishment, that of the Walkover between, is the department store of Burke, Three out of the five department stores Shoe Company, before its progress was Fitzsimmons, Hone & Co. That building Lindsay & Curr Company-was by far the Next west was the store of the Beadle- being from window glass broken by the largest establishment of this kind in Sherburne Company, which was destroyed; heat, and water leaking into the store- Granite Building can safely be repaired.

the money loss, it is estimated that twen- Sibley, Lindsay & Curr Company, and In St. Paul street, in the rear of the but the apparatus was inadequate, and re-

stables of the Sibley, Lindsay & Curr Comtheir way into the rear of the Granite then followed a foot bridge across into

It is the opinion of experts that the



PLAYING THE HOSE ON SIBLEY LINDSAY & CUBE TO'S GREAT STORE

The morning was devoted to the winding up of routine business-office's were

Suggestions as to what classes of goods could be shipped from this country to the Philippine islands and disposed of there advantageously have been received by a business man of Rochester and have been turned over to the Chamber of Commerce.

From this communication, which is from a commission agent in Manila, the paragraphs that follow are taken:

"It would be useless to handle any kind of silveness." of silverware, as the duties are prohibitive. Jewelry, also, is not desirable, as the is-lands are flooded from both Europe and

"My experience and close observation of "My experience and close observation of this market places me in a position to en-able me to point to a few American prod-ucts which I believe could be disposed of here. Catalogues and samples should be sent. The samples I consider most essen-tial, as no photograph or cut will impress a possible buyer or give him the knowledge that the actual articles would. I believe that the articles I name could be introduced and a satisfactory result obtained:

"American harness, whips, dressing (no sadlles), shoes, black, ton and white canvas (no boots); leather for shoes, all kinds; sewing machines, metal bedsteads, single and medium sizes; light mattresses, light two-wheel rondcarts, buggies with tops, showcases (knocked down as per cut, no other kind), small canvas folding hunting

AY, MARCH 10, 1904.

BISHOP KINSOLVING.

Interest Attached to the Visit to Rochester by the Episcopal Prelate From Southern Brazil.

Much interest is being manifested by etty of the Rt. Rev. Lucien Lee Kinsolving, D. D., bishop of Southern Brazil. He comes by invitation of the Church Tub of Rochester. He will be the speakm at the meeting of the club to be held
in St. Luke's parish house tonight. This meeting will bring together
the largest number of men of the Episco-

pal church in this city that have come fogether in many years. Bishop Kinselving will make the address at the noon-day service at St. Luke's Church Friday noon and will preach at Christ Church in the evening. He will speak to the Episcopal Sunday schools and all branches of the Woman's Auxiliary in the city at St. Luke's Church Saturday afternoon at 3 o'clock. Some idea of the work being done by

the Episcopal church in Brazil can be had from the following account furnished by the American Church Missionary Society: "On May 15, 1889, the church performed the first official act in establishing work in South America. The American Church Missionary Society on that date decided to send the Rev. Lucien Lee Kinsolving to send the Rev. Lucien Lee Kinsoiving and the Rev. James W. Morris to Brazil. Both were Virginians and both had been trained at the Virginia Theological Seminary. Assistance came to them from Philadelphia, New Jersey, Hiehmond and Baltimore, and they sailed from Norfolk, Va., on September 1, 1889. They went livet to Sao Paulo, Central Brazil, where the training the Portugues language. hey studied the Portuguese language, and in June, 1890, inaugurated the work of the church in South America by open-ing a chapel in Porto Alegre, Rio Grande do Sul. Their efforts prospered. In 1891 Rev. William Cabell Brown, Rev. John G. Meem and Miss Mary Packard salled for Brazil and upon their arrival a conition was organized and the mission took on new life. Missions were started in Rio Grande, Pelotas, Contracto, Viamao, Jaguarao and other piaces. In 1893 Bishop Peterkin of West Virginia visited the mission and confirmed 142 persons. He licensed several catechists, ordered four native Brazilians to the Diaconate and licensed four other Brazilians as lay readers. In 1897 the bishop of the Falkland Islands visited the mission and confirmed 159 persons. In 1898 the general convention in Washington elected the Rev. Lucien Lee Kinsolv-ing to be bishop for Southern Brazil, his fellow missionaries on the field having mended him and he was cons crated in St. Bartholomew's Church, New York, on the Feast of the Epiphany 1899 Itoturning to k there accompanied him the Rev. G. Wallace Ribble and Miss him the Rev. G. Wallace Ribbie and Miss Maria R. Pitts, deaconess. The Rev. William Cabell Brown translated the Book of Common Prayer into Portuguese and an edition was published by the Bishop White Prayer Book Society of Philadelphia. So creditable was the work that its author was granted the degree of doctor of divinity. A theological semmary has been established in Rio Grande, and the Woman's Auxiliary has been organized in the mission. From the first lay workers were utilized and none were applied to the properties of the control of nd more efficient than the devoted wives of the clergy."

CONVENTION CLOSES

Retail Hardware Men Will Meet in Buffalo Next Time,

Post Egg. March (0,1904

Louis G. Prinst of This City Honored by

Election as Second Vice-President-Parcel Post Bill Strongly Denounced-Other Business.

With morning and afternoon sessions, second annual convention of the New York Retail Hardware Deslers' as-

chosen for the ensuing year, Buffalo selected as the nex place of meeting and resolutions adopted denouncing the parcel post project now pending before congress. The session this afternoon was devoted to the "Question Box" and to discussion of the work of the association

Ocers were chosen this morning as follows: President, John G. Ferres, Johnstown; first vice-president, Charles P. Sherwod, White Plains; second vice-president, Louis J. Ernst, Rochester; secretary, John B. Foley, Syracuse; treasurer, F. E. Pelton, Herkimer. The date for holding was a sulphone Securities Co. is the Independent Co. of Syracuse. Tals controlled the controlled in the phone Co. of Syracuse. Tals controlled in the controlled in t

Pelton, Herkimer. The chief asset of the Independent Telephone Securities Co. Is the Independent Telephone Co. of Syracuse. The company has a capital investment of \$1.05.000, its assets mave a present value of \$1.05.000, its assets fittes are \$15.000.000 of honds have been issued, an init \$1.000 of which are hold by the Independent Telephone Co., of which independent Telephone Securities Co. The titles Home Telephone Securities Co. the independent Telephone Securities Co. the independent Telephone Securities Co. the independent Telephone Securities Co. is store, represents all investment of about \$40.000 of holds and of prevent, of short \$40.000 its assets are valued at \$42.000 of holds \$100.000 its assets are valued at \$42.000 of 100.000 of holds \$100.000 its assets are valued at \$42.000 or 100.000 of holds \$100.000 its assets are valued at \$42.000 or 100.000 of holds \$100.000 its assets are valued at \$42.000 or 100.000 or 100.000

Striction its assets are valued at \$420,000; Its leading net assets of 1903, the law under which the \$550,000. Its leades aggregate about \$450.

The estimating all the above properties, we issue regarding the route of the woodle repeat that we have not a value only the hard made substantial allowance for annual depreciation and losses in accounting and have placed no estimate upon frarchises which as a rule represent no investment. The part of the respective constantial value.

The estaints of the various companies and though they adoubtedly have substantial value.

The estaints of the various companies they conditions, insufficient capital and more about \$250,000, bothester Telphone Co. fareets; Syracues, owing to the fact that the equipment is incomplete, a large portion of the constructed general-regardines in allowance towers for depreciation in the site of the old feeder north-like the values and interest. These figures, except in the east of Utica, in a per cent, charge for depreciation is loss of nearly \$75,000 to the Rochester Telphone Co. and its very continues of the Independent Telegron of the Red charges and interest. These figures, except in the east of Utica, in a per cent, charge for depreciation is loss of nearly \$75,000 to the Rochester Telphone Co. and its very continues for the Red Charges and Interest. These figures, except in the east of Utica, in a per cent, charge for depreciation is loss of nearly \$75,000 to the Rochester of the course of Thursday's conference it is very contender. What is required as reported to the course of Thursday's conference were not at all satisfactory. What is required as the point of the course of the advisory what is required as the contender of the course of the advisory.

stillary companies of the filteren subphono Securities to and anot gain of about 16 soundary components.

It is very clear that these caraings are not all satisfactory. What is required is first of all a competent need for the Stromberg Clarkon Company: then a substantial is operating companies; and hearty all the operating companies; and shally support the operation of the state operation is not all the state operations of the state operation in that the state authorities have no feel to all operations and the state of the state constitution. The necessity of increasing rates becomes floar with a moment's research to the state operation is the state operation in the state operation in the state operation is the state operation of the state operation in the state operation is the state operation of the state operation in that the state operation is the state operation in that the state operation is the state operation of the state operation in that the state operation is the state operation of the state operation of the state operation is the state operation of the state operat

Mr. Aldridge suggested that a better iot cation for the proposed barbor than the South avenue feeder would be to continue juster and easier to rach. William C Barry argued against the in-ermediate route from Goodman street to

Mr. Frye of the advisory board con tantly asked questions as to what the usiness interests of Rochester desire in the way of barge canal privileges. They did not concode that the committee repre-sented all the interests which would be affected by the canal. Mr. Lamberton plended not to destroy

Genesse Valley park.

Mr. Hathaway said that he paid \$17,000 in freight bills last year and only \$50 went to the canal. He would not concede that the barge canal would add to canal ship-ments of freight out o Rochester. City Engineer Fisher asked if selection

delther northern or southern route would mean that water would be taken from the Genesea river for canal purposes. Mr. Bond replied in the negative. He thought the canal would give water to the river.

It is said that the advisory board of engineers will visit Rochester in the near

MARCH 12. 1904.

CANAL LAW CAN BE AMENDED

Senator Lewis Points Out Engineer Frye's Mistake.

Pittsburg Retires from Second Posi-

PASSES BUNCHED IN TENTH GO

CAME OF SERIES. CUBS OBLITERATED IN LAST

WON BY GIANTS PROTRACTED BOUT

posed the crossing through Genesic Valley park they did not seem to be united in any other respect; they had no definite proposition upon which they or Geneson Valley park.

Five routes in all have been proposed. The first follows the present line of the canal, and is wholly out of the question The second crosses the river through the park, and this is objected to by all residents of Rochester, for we do no want this beautiful park spoiled. The third route runs south of the park, the fourth runs a short distance north of the park, and the fifth crosses the Genese north of the city. The latter crossing is, we think, much the best for Roch ory board will make a careful persons aspaction we are sure they will agrewith us. Any crossing south of the city means a huge canal basin and a branch canal, connecting the city with the mair line, and this would always be a source of danger. We all reasonber what happened to Rochester two years ago when utea of the city, and it is

water and the greater the damage upon any recurrence of a slinbar disaster. It will be remembered that the canal basin as contemplated is to be 170 feet wide and 1,500 feet long, and that the branch canal is to be twelve feet deep and ninety-four feet wide. Altogether, will be a constant merace and a very erty. Why should we endanger our prop rty when the danger can be avoided just as well as not? Then, too, the engineering difficulties south of the city will be very great. Residents of Rochester inderstand what a mighty stream the Genesee river is in time of flood, and with what presistible force it carries everything before it; and it is clear that the proposition to put the immense barge cannol neross the river by building a dam and lock, is one full of difficulties and dangers. It would be a bazardous and expensive experiment. This would be rvoided by crossing on an aqueduct north of the city.

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We do not see how it is possible for the city to much of the city except by legisadjourn in about six weeks, and the

GLEST'S CARD.

THE COMMERCIAL ADVERTISER WEEKLY PICTORIAL REVIEW, NEW YORK, SATURDAY, MARCH 5, 1904.

THREE MINUTES AFTER WALLS OF BEADLE & SHERBURNE STORE HAD FALLEN

Rochester, N. Y., was visited last Friday - the eastern end of the block, in the store - leg remained intact,

consumed, one of which-the Sibley, checked in that direction.

Three old of the five department stores Shoe Company, before its progress was Fitzsimmons, Hone & Co. That building

remember the early part of 1904. Fol- of Main street, between St. Paul street wall of the Marble Building was left, tents. The loss on this building and conlowing the great Bultimore fire, and Clinton avenue. The fire started on standing. The shell of the Granite Build-tents alone is placed at \$1,450,000. The

by a conflagration that left the retail dry of the Rochester Dry Goods Company, and Next west of Sibley, Lindsay & Curr pany were also burned. The flames ate goods district in ruins and caused a loss of about \$3.000,000.

worked west, taking but one store east of Company, with St. Paul street running in their way into the rear of the Granite between, is the department store of Burke, Building, and

Lindsay & Curr Company—was by far the largest establishment of this kind in Sherburne Company, which was destroyed; the store of the Headle-

the money loss, it is estimated that twen. Sibley, Lindsay & Curr Company, and In St. Paul street, in the rear of the but the apparatus was inadequate, and rey-five hundred persons were thrown out finally the twelve-story Granite Building. Sibley, Lindsay & Carr Company, stood quests for assistance were sent to Buffalo

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PLAYING THE HOSE ON SHILEY LINDSAY & CURR CO'S GREAT STORE.

The burned district lay on the north side the upper part by offices. Only the front was destroyed, with all its valuable con

was saved by hard work, the only damage the wholesale building.

stables of the Sibley, Lindsay & Curr Com-

rty. Why should we endanger our property when the danger can be avoided just as well as not? Then, too, the engineering difficulties south of the city will be very great. Residents of Rochester understand what a mighty stream the Gameson river is in time of flood, and with what presistible force it carries everything before it; and it is clear that

Chapter 147 of the built, contains this

hester to the Gene-

engineer "is hereby ed to make such de-s may be necessary

uth of Rochester.

ren of the city, and it is

"My experience and close o Pittsburg Retires from Second Posi- Prison City Representatives Lose The annual reports of dent, W. D. Hollowell, of retary, John R. Taylor, and treasurer, John G. first vice-president and president, read a reportings of the convention and Refail Hardware Dealt Mr. Forces attended the the representative of state association.

A resolution was pass denouncing the Pone parcing before congress. Sutaken by the National Dealtern association.

During the sessions of about seventy-five delegation of the state have been performed to the property of the state have been performed to the property of the state have been performed to the property of the state have been performed to the property of the performance of the performance

"American harness, whips, dressing (absadles), shoes, black, ton and white canvas (no hoots); leather for shoes, all kinds; sewing machines, metal bedsteads, single and medium sizes; light mattresses, light two-wheel roadcarts, buggies with tops, showenses (knocked down as per cut, no

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that its author was granted the degree of doctor of divinity. A theological sem-mary has been established in Rio Grande, and the Woman's Auxiliary has been or ganized in the mission. From the first lay workers were utilized and none were found more efficient than the devoted wives of the clergy."

Retail Hardware Men Will Meet in Buffalo Next Time.

Parcel Post Bill Strongly Denounced-Other Business.

the second annual convention of the New York Retail Hardware Dealers' as-

Post 5 cmss Object of Present ester Delegation

Supervisor Babcock wi of the Visiting delegations and that Brighton is barge cannot route, as, i

Many Interests Represe ing Regarding Route

Through Ro

Through Ro

From a Staff Cor
Albany, March 10—Ma;
W. Aldridge, City Engin
dent Lamberton of the
merce, William C. Barry
ster, H. B. Hathaway,
McClintock, County Atto,
ators Lewis and Arms
mon Orders Pollage, Ca

SECOND GAME.

Mr. Lamberton Jenesee Valley pa Mr. Hathaway in freight bills las to the canal. He the barge canal w

And Murphy and Brang were indervators.

Score:

SENECA FALLS.

Ryan, rf...0 0 1 0 0 Murphy, 3b.0 2 1 3 0

McGuire, 2b0 0 0 1 0 0

McGuire, 2b0 0 0 1 0 0

Grob, as...9 0 2 3 1 Kelley, cf..0 1 0 0 0

Carr, cf...1 0 0 0 0

Morrissy 1b0 1 14 3 0 Parrott, rf.0 0 0 0 0

Scully, 3b.0 0 3 2 1 McCall m so 0 2 2 2

Klock, c...0 0 7 1 0 Hadson, cf. 1 7 1 0

Lethrop, p.1 1 0 1 | Sation, p...0 0 3 3 0

Williams 0 0 0 0 0

Totals ...4 \$ 27 11 3 Totals ... 2 7 27 16 3

Historic Scrapbooks Collections and is now york, saturday, march 5, 1904.

Chamber of Commerce assembly room. The morning was devoted to the winding of the

From this communication, a no commission agent in Manigraphs that follow are taken "It would be useless to har of silverware, as the duties are Jewelry, also, is not desirablands are flooded from both America.

CUBS OBLITERATED IN LAST LYONS AND FULTON BATTLE TO SPLIT DECISION.

SPLIT DECISION.

IMPORTED TWIRLER MAKES GOOD

"My experience and close of Pittsburg Ret this market places me in a position to enable me to point to a few American products which I believe could be disposed of here. Catalogues and samples should be sent. The samples I consider most essential, as no photograph or cut will impress a possible huyer or give him the knowledge that the actual articles would. I believe that the articles I name could be introduced and a satisfactory result obtained:

AY, MARCH 10, 1904.

BISHOP KINSOLVING.

Interest Attached to the Visit to Rochester by the Episcopal Prelate From Southern Brazil.

afternoon at 3 o'clock.

Some idea of the work being done by the Episcopal church in Brazil can be had from the following account furnished by the American Church Missionary Society: "On May 15, 1889, the church performed the first official act in establishing work n South America. The American Church Missionary Society on that date decided to send the Rev. Lucien Lee Kinsolving and the Rev. James W. Morris to Brazil. Both were Virginians and both had been trained at the Virginia Theological Sem-Va., on September 1, 1889. They went first to Sao Paulo, Central Brazil, where they studied the Portuguese language, and in June, 1890, inaugurated the work of the church in South America by openof the church in South America by Specific a chapel in Porto Alegre, Rio Grande do Sul. Their efforts prospered. In 1891 Rev. William Cabell Brown, Rev. John G. Meem and Miss Mary Packard safled for Brazil and upon their arrival a con-vocation was organized and the mission took on new life. Missions were started took on new life. Missions were started in Rio Grande, Pelotas, Contracto, Viamao, Jaguarao and other places. In 1893 Bishop Peterkin of West Virginia visited the mission and confirmed 142 persons. He licensed several catechists, ordered four native Brazilians to the Diaconate and licensed four other Brazilians as lay readers. In 1897 the hishop of the Falkland Islands visited the mission and confirmed 159 persons. In bishop of the Falkland Islands visited the mission and confirmed 159 persons. In 1898 the general convention in Washington elected the Rev. Lucien Lee Kinsolving to be bishop for Southern Brazil, his fellow missionaries on the field having recommended him, and he was consecrated in St. Bartholomew's Church, New York, on the Feast of the Epiphany 1899. Beturning to k there accompanied Returning to K there accompanied him the Rev. G. Wallace Ribble and Miss Book of Common Prayer into Portuguese and an edition was published by the Bishop White Prayer Book Society of Philadelphia. So creditable was the work

CONVENTION CLOSES

Louis G. Frast of This City Honored by Election as Second Vice-President-

With morning and afternoon sessions,

oints Out En-

Strenous Battle to Pumpbuilders. Starchmakers Show Their Met- Far as They Went tle in Skirmish with Opticians al Proposition---

Standings of the Clubs.

FULTON AND LYONS BREAK EVEN

Empire League Scores.

ARE SEEKI FULTON AND LYONS BREAK EVEN Forton, July 21. The first game of to-day's double-header wen to Lyons, mainly through the lumbility of the locals to but 20ay's offerings and their ability to make errors. The visitors twiter above only three bits and struck our eleven men. In the second game, however, the visitors could not no anything with McCarthy's slants, carly's lone single in the aerond mains being all the safe ones that fell to Lyons's lot. Also "Mac" struck out seven men. Scores:

Also "Mag" struck out feven men. Scores:
FHRST GAME.

FULTON.

Woods, et, 0 1 6 0 0
Donohne, 2h0 1 6 0 0
Donohne, 2h0 1 6 3 0
Case, 8, 0 9 0 0 0 0
Gill's ic, 3b0 6 1 1 2 Boland, ef, 1 4 1 0 0
Dasnabey, e0 0 5 2 0 Cady, 1b...0 0 10 1 0
Gridth, 1, 1 0 1 0 0 Kennedy, e0 9 12 1 0
Oster'o', e0 0 1 0 0 Collett, 3b, 0 2 0 1 0
Ranna, ss., 0 4 2 5 1 Monat, ef, 1 0 2 0 0
Fenned, 1b, 0 6 5 1 1 Major, ff, 1 0 2 0 0
Diebold, p. 0 0 0 1 2
Davy, p., 0 1 0 4 0

| Second | S

OSWEGO 4, GENEVA 3.

Oswego, July 23:-A batting rally in the luth inding gave to-day's gaine to Oswezo.
licher Lee, late of Lawrence, Mase., batted
of Wallace and signalized his appearance by

of the visiting delegation shall that Brighton is barge canal route, as, the village it would ruli that the canal go as south as possible. He posed southern route East avenue in Bright growth of Rochester in Hon. Henry C. Bree Babcock. He said southern route would it park, while the interm spell one of most thickly sections of Rochester, canal sections of Rochester, canal sections of Rochester in the side of the cliy if poss Mr. Aldridge sugges cation for the propor South avenue feeder he present canal to B near the Whitney a be nearer the center cass of Rochester an William C. Barry a termediate route from Mt. Hope avenue.

Mr. Frye of the standy asked quest business interests a business interests a section.

SENECA FALLS 4. AIRRIBAN 2.

SENECA FALLS 4, AUBURN 2.

Auburn, July 23.—Seneca Falls defeated
Auburn in a well-played game at the achiefe Field this afternoon by a score of 4
for 2. The visitors played a fast and snappy
game every minute while the locals were
dopey when care was a chance for run get,
fingr. Lothrop was in the box for the pumpmakers and while he was alt harder than
sutten ite had better control at critical
and Murphy and Brand were the features.

Score:

Auburn, July 23.—Seneca Falls defeated
tiful park spoiled. The
south of the park, the
hort distance north of the
afth crosses the Genesee
try. The latter crossing
much the best for Rochsthe members of the advist make a careful personal
age sure they will agree
crossing south of the city

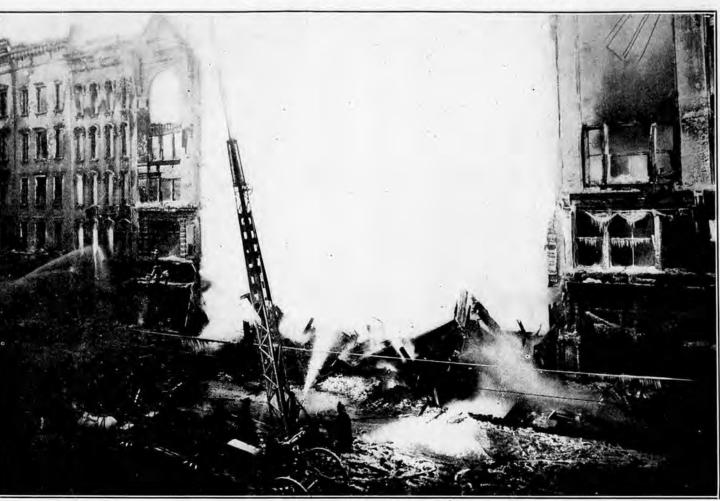
*Battel for Rechkemer in ninth.

the proposition to put the immense barge canal across the river by building a dam and lock, is one rall of difficulties and dangers. It would be a hazardous and expensive experiment. This would be avoided by crossing on an aqueduct One of the members of the advisory board said at the heaving that the rout

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THREE MINUTES AFTER WALLS OF BEADLE & SHERBURNE STORE HAD FALLEN.

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Rochester, N. Y., was visited last Friday - the eastern end of the block, in the store - ing remained intact. by a conflagration that left the retail dry of the Rochester Dry Goods Company, and goods district in rains and caused a loss worked west, taking but one store east of Company, with St. Paul street running in their way into the rear of the Granite this establishment, that of the Walkover between is the department store of Burke, Building from the Marble Building, and Three out of the five department stores Shoe Company, before its progress was Fitzsimmons, Hone & Co. That building then followed a foot bridge across into

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> Next west of Sibley, Lindsay & Curr pany were also burned. The flames ate was saved by hard work, the only damage the wholesale building.

Stables of the Sibley, Lindsay & Curr Com-

The Fire Department did excellent work,



PLAYER THE HOSE ON SIBLEY, LINDSAY & CURB FORS GREAT STORE.

FOR PHILIPPINE TRADE.

ously in New Possessions. Suggestions as to what classes of goods could be shipped from this country to the Philippine islands and disposed of there advantageously have been received by a business man of Rochester and have been turned and the control of the country of the business man of Rochescyl and turned over to the Chamber of Commerce. From this communication, which is from a commission agent in Manila, the para-

a commission agent in Manager and the straphs that follow are taken:
"It would be useless to nandle any kind of silverware, as the duties are prohibitive, Jewelry, also, is not desirable, as the islands are flooded from both Europe and American and Ame

"My experience and close observation of "My experience and close observation of this market places me in a position to enable me to point to a few American products which I believe could be disposed of here. Catalogues and samples should be sent. The samples I consider most essential, as no photograph or cut will impress a possible buyer or give him the knowledge that the actual articles would. I believe that the articles I name could be introduced and a satisfactory result obtained:

sewing machines, metal bedsteads, single and medium sizes; light mattresses, light two-wheel roadcarts, buggies with tops, showcases (knocked down as per cut, no other kind), small canvas folding hunting

AY, MARCH 10, 1904.

BISHOP KINSOLVING.

Interest Attached to the Visit to Rochester by the Episcopal Prelate From Southern Brazil.

Much interest is being manifested by people of Rochester in the visit to this city of the Rt. Rev. Lucien Lee Kinsolying, D. D., bishop of Southern Brazil. He comes by invitation of the Church Club of Rochester. He will be the speak-or at the meeting of the club to be held in St. Luke's parish house to-night. This meeting will bring together the largest number of men of the Episco-pal church in this city that have come together in many years. Bishop Kin-solving will make the address at the neon-day service at St. Luke's Church Friday noon and will preach at Christ Church in the evening. He will speak to the Episcopal Sanday schools and all branches of the Woman's Auxiliary in the city at St. Luke's Church Saturday

afternoon at 3 o'clock.

Some idea of the work being done by
the Episcopal church in Brazil can be had
from the following account furnished by the American Church Missionary Society; "On May 15, 1889, the church performed the first official act in establishing work in South America. The American Church Missionary Society on that date decided to send the Rev. Lucien Lee Kinsolving and the Rev. James W. Morris to Brazil. Both were Virginians and both had been trained at the Virginia Theological Seminary. Assistance came to them from Philadelphia, New Jersey, Richmond and Baltimere, and they salled from Norfolk, Va., on September 1, 1889. They went first to Sao Paulo, Central Brazil, where they studied the Portuguese language, and in June, 1890, inaugurated the work of the church in South America by opening a chapel in Porto Alegre, Rio Grande do Sul. Their efforts prospered. In 1891 Rev. William Cabell Brown, Rev. John Rev. William Cabeli Brown, Rev. John G. Meem and Miss Mary Packard salled for Brazil and upon their arrival a convocation was organized and the mission took on new life. Missions were started in Rio Grande, Pelotas, Contracto, Viennao, Jaguarao and other places. In 1863 Bishop Peterkin of West Virginia visited the mission and confirmed 142 persons. He licensed several catechists, ordered four native Brazilians to the Diaconate and licensed four other Brazilians as lay readers. In 1897 the bishop of the Falkland Islands visited the Brasillans as lay readers. In 1897 the bishop of the Falkland Islands visited the mission and confirmed 159 persons. In 1898 the general convention in Washington elected the Rev. Lucien Lee Kinsolving to be bishop for Southern Brazil, his fellow missionaries on the field having recommended him, and he was consecrated in St. Bartholomew's Church, New York, on the "Peast of the Epiphany 1899. Returning to Wallace Ribble and Miss York, on the Peast of the Epiphany 1899.
Returning to K there accompanied him the Rev. G. Wallace Ribble and Miss Maria R. Pitts, deaconess. The Rev. William Cabell Brown translated the Hook of Common Prayer into Portuguese and an edition was published by the Bishop White Prayer Book Society of Philadelphia. So creditable was the work that its author was granted the degree of doctor of divinity. A theological seminary has been established in Rio Grande, and the Woman's Auxiliary has been organized in the mission. From the first lay workers were utilized and none were found more efficient than the devoted wives of the clergy."

CONVENTION CLOSES

Retail Hardware Men Will Meet in Buffalo Next Time.

Louis G. Prist of This City Honored by Election as Second Vice-President Parcel Post Bill Strongly Denounced-Other Business.

With morning and afternoon sessions, he second annual convention of the

The morning was devoted to the up of routine business office

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Ocers were chosen this morning a lows: President, John G. Ferres, J. town: first vice-president. Charle Sherwed. White Plains: second president, Louis J. Ernst, Rochester retary, John B. Foley, Syracuse; i urer, F. E. Pelton, Herkimer. The for holding the next annual gath was a subject of discussion and at a boar this afternoon had not been de

hour this afternoon had not been de on.

The annual reports of rettring ; dent, W. D. Hollowell, of Penn Yan retary, John R. Taylor, of Little and freasurer, John G. Ferres, refirst vice-president and newly elpresident, read a report of the prolings of the convention of the Na Retail Hardware Dealers' association.

A resolution was passed this madenoments the Pone parcel post billing before congress. Similar action taken by the National Retail Hards Dealers association.

ARE SEEKING

Post Forms market

dent Lamberton of the Chamber of McClintock, County Attorney Warr alors Lewis and Armstrons, A men Ogden, Pallace, Callahan an and Supervisor Babeock of Bright into conference this morning wi Engineer Bond over the route of posed barge caual through Roches Besides Mr. Bond, there were Messis. Frye and Cortrell, of the

and said he hoped that a full, frank discussion would charity

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mean that water wo Genesee river for a Bond replied in the r

INFORMATIO

Object of Presence of F

Many Interests Represented in the ing Regarding Route of Barge C Through Rochester.

From a Staff Correspondent. W. Aldridge, City Engineer Fisher, merce, William C. Barry, Henry C. ster, H. B. Hathaway, County 1

board of engineers, and Resident Henry C. Allen, of Syracuse. came in a receptive mood and

onsecaurch, New the Epiphany 1899.
There accompanied we Ribble and Miss less. The Rev. translated the to Portuguese hed by the Society of a the work where a control of the chy in the William of the proposed he are the William of the proposed he are the William of the proposed he are the William of the proposed he present canal to Brown a bearer the center of the state of Rochester and eaded willam C Barry argued formed the remainder of the work of the work

Mr. Lam rton pleaded. Genesee Valley park. Mr. Hathaway said tha freight bills last year to the canal. He would i, the barge canal would ar-ments of freight out of City Engineer Fisher

FULTON AND LYONS BREAK EVEN rough the inability of the locals to hit the second game, however, the visitors could not no anything with McCarin's Sharts, and, a lower single in the second inducate being all the safe ones that fell to Lyons's lot.

Standings of the Clubs.

Games To-day.

Totals ...1 3 27 13 61 Totals ...4 9 27 10 1

Totals ...4 7 21 12 1 Totals ...0 1 18 6 2

th inning gave to-day's game to Oswego, ober Lee, late of Lawrence, Mass., batter r Wallace and signalized his appearance

Tetals ...4 10 27 15 2 Totals ...3 6 25*13 2

SENECA FALLS 4, AUBURN 2.

SENECA FALLS. | AUBURN.

Via New York Central (R., W. & O. 41- crosses the Genesee vision). Sunday, July 28th. Special fest. The latter crossing train leaves State street station 8:30 Am. Brinker place 8:32 A. M., arrives aembers of the advisgaged for tour of the islands. Delightfucker a careful personal one-day trip.

nal basin and a branc

ould niways be a source

ter two years ago whe

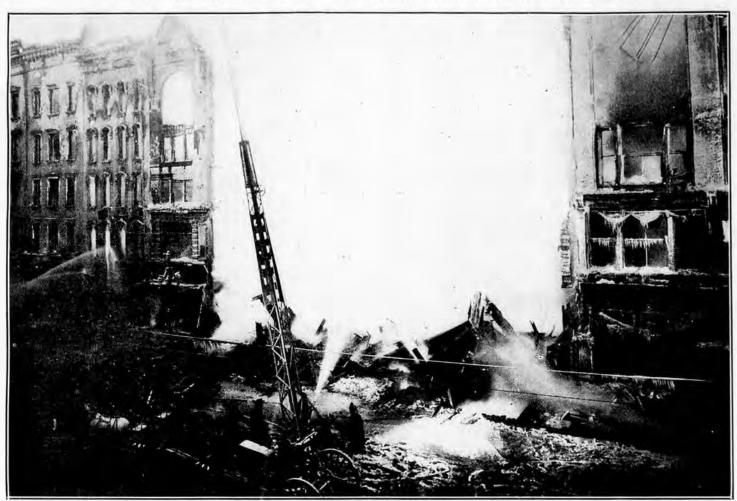
ea of the city, and it is

as contemplated is to be 170 feet wide and 1,500 feet long, and that the branch will be a constant menace and a very orty. Why should we endanger our property when the danger can be avoided just as well as not? Then, too, the englbe very great. Residents of Rochester Genesee river is in time of flood, and with what irresistible force it carries everything before it; and it is clear that the proposition to put the immense barge cannot across the river by building a dam and tock, is one full of difficulties and dangers. It would be a hazardous and expensive experiment. This would b avoided by crossing on an aqueduct

north of the city. board said at the hearing that the rout of the barge canal through this city was fixed "in the constitutioned amendment which the people adopted last fall." This was a grievous blunder. The people did not adopt a constitutional am last fall; they merely authorized the creation of a state debt for the construclegislature has the clear and undisputed ion the legislature should do this without north of the city should be fixed in the rouse through Rochester that, in their judgment, seems to be best for the city

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GUEST'S CARD.



THREE MINUTES AFTER WALLS OF READLE & SHERBURNE STORE HAD FALLEN

SURANCE men will have reason to by a conflagration that left the retail dry

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Rochester and the oldest. In addition to then the marble block occupied by the room.

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It is the opinion of experts that the and Syracuse. Each city responded send-



PLAYER THE HOSE ON SIDLEY, LINDSAY & CURR TO S BREAT STORE

up of routine business—officers were chosen for the ensuing year, Buffalo selected as the next place of meeting and resolutions adopted denouncing the parcel post project now pending before congress. The session this afternoon was devoted to the "Question Box" and to discussion of the work of the association

traphs that follow are taken:
"It would be useless to handle any kind of silverware, as the duties are prohibitive.

Jewelry, also, is not desirable, as the islands are flooded from both Europe and

America.

"My experience and close observation of this market places me in a position to enable me to point to a few American products which I believe could be disposed of here. Catalogues and samples should be sent. The samples I consider most essential, as no photograph or cut will impress a possible buyer or give him the knowledge that the noting articles would. I elge that the actual articles would, I believe that the articles I name could be introduced and a satisfactory result obtained.

"American harness, whips, dressing (no saddles), shoes, black, ton and white can-vas (no hoots); leather for shoes, all kinds; sowing machines, metal bedsteads, single and medium sizes; light mattresses, light two-wheel roadcarts, buggles with tops, showcases (knocked down as per cut, no other kind), small canvas folding hunting

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the city at St. Luke's Church Saturday afternoon at 2 o'clock.

Some idea of the work being done by the Episcopal church in Brazil can be had from the following account furnished by the American Church Missionary Society: "On May 15, 1889, the church performed the first official act in establishing work in South America. The American Church Missionary Society on that date decided to send the Rev. Lucien Lee Kinsolving and the Rev. James W. Morris to Brazil. Both were Virginians and both had been trained at the Virginia Theological Sem-inary. Assistance came to them from inary. Assistance came to them from Philadelphia, New Jersey, Richmond and Baltimore, and they sailed from Norfolk, Va., on September 1, 1889. They went first to Sao Paulo, Central Brazil, where Participage language. they studied the Portuguese language, and in June, 1890, inaugurated the work of the church in South America by open-ing a chapel in Porto Alegre, Rio Grande do Sui. Their efforts prospered. In 1891 Rev. William Cabell Brown, Rev. John G. Meem and Miss Mary Packard safled for Brazil and upon their arrival a convocation was organized and the mission took on new life. Missions were started in Rio Grande, Pelotas, Contracto, ano, Jaguarao and other places. Viamao, Jaguarao and other Virginia, 1893 Bishop Peterkin of West Virginia, visited the mission and confirmed 142 persons. He licensed several catechists, ordered four native Brazilians to the Diaconate and licensed four other produces. In 1897 the Diaconate and ilcensed four other Brazillaus as lay readers. In 1897 the bishop of the Falkland Islands visited the mission and confirmed 159 persons. In 1898 the general convention in Washington elected the Rev. Lucien Lee Kinsolving to be bishop for Southern Brazil, his fellow missionaries on the field having recommended him, and he was conserved. crated in St. Bartholomew's Church, New York, on the Feast of the Epiphany 1899. Returning to k there accompanied him the Rev. G. Wallace Ribble and Miss him the Rev. G. Wallace Ribbo and sand sharing R. Pitts, deaconess. The Rev. William Cabell Brown translated the Book of Common Prayer into Portuguese and an edition was published by the Bishop White Prayer Book Society of itable was the work Philadelphia. So creditable was the work that its author was granted the degree of doctor of divinity. A theological sem-inary has been established in Rio Grands, and the Woman's Auxiliary has been orand the Woman's Auxiliary has been we gautzed in the mission. From the first lay workers were utilized and none were found more efficient than the devoted wives of the clergy,"

CONVENTION CLOSES

Retail Hardware Men Will Meet in Buffalo Next Time. Jost Fol March 10,1904 Louis G. Frast of This City Honored by

Election as Second Vice-President-Parcel Post Bill Strongly Denounced-Other Business.

With morning and afternoon sessions, the second annual convention of the w York Retail Hardware Dealers' asation came to a close to-day in the

up of routine business officers we

tion.

Ocers were chosen this morning as follows: President, John G. Ferres, Johnstown, first vice-president, Charles P. Sherwod, White Plains, second vice-president, Louis J. Erust, Rochester; secretary, John B. Feley, Syracuse; treasurer, F. E. Pelton, Herkimer. The date for holding the next annual gathering was a subject of discussion and at a international control of the con

on.

The annual reports of retiring president, W. D. Rollowell, of Penn Yan; secretary, John R. Taylor, of Little Falls, and treasurer, John G. Ferres, retiring first vice-president and newly elected president, raid a report of the proceedings of the convention of the National Retail Hardware Desiers' association.

Mr. Ferres attended the convention as the representative of the New York state association.

A resolution was passed this moraing denomering the Pone purcel past full pendicary and presented the processing the pone purcel past full pendicary.

denoting the Pone pured past till pending before congress. Similar action was taken by the National Retail Hardware

ARE SEEKING INFORMATION Post Tymas Anal 10, or Object of Presence of Roch-

ester Delegation in Albany.

CONFERENCE WITH ENGINEER

Many Interests Represented in the Hearing Regarding Route of Barge Canal Through Rochester.

From a Staff Correspondent.

Albuny, March 10 .- Mayor Cutler, Georg W. Aldridge, City Englneer Fisher, President Lamberton of the Chamber of Commerce, William C. Barry, Henry C. Brewster, H. B. Hathaway, County Engineer McClintock, County Attorney Warren, Senators Lewis and Armstrong, Assemblymen Ogden, Pallace, Cailahan and Davis, and Supervisor Babcock of Brighton, went into conference this morning with State posed bargo canal through Rochester.

Besides Mr. Bond, there were present Messes. Frve and Cortrell, of the advisory board of engineers, and Resident Engineer Henry C. Allen, of Syracuse.

Mayor Cutier opened the proceedings by announcing that the Rochester delegation

Senator Lewis introduced the delegation and said he hoped that a full, free and frunk discussion would clarify the atmos-

Mr. Bond explained in detail the routes of the barge canal so far as Rochester would be affected.

Supervisor Bahcock was the first speaker of the visiting delegation. In opening he said that Brighton is interested in the barge canal route, as, if it went through the village it would rain it. He suggested that the canal go as far north or as far south as possible. He said that the pro-posed southern route would utterly ruln. East avenue in Brighton and prevent the growth of Rochester in that direction.

Hon. Henry C. Brewster followed Mr.

Babcock. He said that the proposed

southern route would ruin Genesee Valley park, while the intermediate route would spoil one of most thickly settled residential sections of Rochester. He argued that canal sections of Rochester were undesirble and urged that the canal be kept outside of the city if possible Mr. Aldridge suggested that a better to

cation for the proposed harbor than the South avenue feeder would be to continue be present canal to Brown and Oak streets near the Whitney elevator which would be nearer the center of the shipping inter-William C Barry argued against the ti ermediate route from Goodman street to

at. Hope avenue.

Mr. Frye of the advisory board con-dantly asked questions as to what the ousiness interests of Rochester desire is the way of barge canal privileges. They nted all the interests which would be

affected by the canal.

Mr. Lam rton pleaded not to destroy

Genesee Valley park.

Mr. Hathaway said that he paid \$17,000 in freight bills last year and only \$50 went to the canni. He would not concede that the barge canal would add to canal shipments of treight out of Rochester.
City Engineer Pisher asked it selection or either northern or southern route would mean that water would be taken from the

Genesee river for canal purposes. Mr. Bond replied in the negative. He thought the canal would give water to the river. It is said that the advisory board of en canal plans with particular atte shirping interests which will be affected.

MARCH 12, 1904.

CANAL LAW CAN BE AMENDED

Senator Lewis Points Out Engineer Frye's Mistake.

PEOPLE VOTED ON THE COST

But That Was as Far as They Went on the Barge Canal Proposition---Legislature's Powers.

From a Staff Correspondent,

Albany, March 12.-Chapter 147 of the laws of 1903, the law under which the barge canal will be built, contains this provision regarding the route of the canal through Rochester:

After following the old canal west of Pittsford "thence running across the country south of Rochester to the Gene-see river, near South park; here crossing the river in a pool formed by a dam; thence running to the west of the out-skirts of Rochester and joining the pres-ent canal about one mile west of South

"From the pool in which the canal will cross the Genesee river, south of Rochester, there shall be constructed generally on the site of the old feeder northwardly toward Rochester, a canal of the size prescribed for the prism of the Erie, Oswego and Champlain canals and about two and a quarter niles long, end-ing at the present Erle canut. The northerly end of this canut for a distance of L500 feet shall be enlarged into a basin or harbor with a width of 170 feet and depth of twolve feet." In the course of Thursday's conference

In the course of Thursday's conference between Rochesterians and State Engi-neer Bond, Mr. Frye, of the advisory board, remarked that the canal law at 1963 is a part of the state constitution and that the state authorities have no nower to ulter the route there laid down viations therefrom as may be necessar, or desirable for bettering the align ment, reducing curvature, better placing of structures and their approaches, se-curing better foundations, or generally for any purpose tending to improve the

barge cannot to the south of Rochester. Senator Merion E. Lewis, in conversation with The Post Express corres nondeat on Thursday ofternoon, said: All that the people passed upon was whether the state should expend \$101,000,000 in the improvement of the canals. If the legislature sees it it may amend the low of 1903 as to the route of the ship canal . If, however, the legislawere to increase the cost of the prone has power to amend the law of

the most feasible route through or near Rochester, the legislature may amend it in that or any other detail."

Postarge Coming Growinger/2

The conterence between Rochester officials and members of the canal adspect: it showed that the state officials [were well disposed toward this city, and were willing to enter into a careful cor sideration of all the questions involved in the rather difficult and complicate matter of getting the barge canal across the Genesee river. But in another respect it was unsatisfactory, for beyond the fact that the Rochester officials op posed the crossing through Geneso-Valley park they did not seem to be united in any other respect; they had no definite proposition upon which they were all agreed. Some thought that the northern crossing was preferable, and seconded to favor a crossing south of Genesic Valley park,

The first follows the greent line of the canal, and is wholly at of the question. The second crosses the river through the park, and this is objected to by all residents of Rochester, for we do want this healififul park spoiled. The third route runs south of the park, the fourth runs a short distance north of the park, and the fifth crosses the Genese north of the city. The latter crossing is, we think, much the best for Rock ester, and if the members of the advisary board will make a careful persona inspection we are sure they will agree with us. Any crossing south of the city means a huge canal basin and a brand canal, connecting the city with the mai line, and this would always be a source of danger. We all remember what hap pened to Rochester (we years ago when the river flowed into the feeder and water and the greater the damage up will be remembered that the canal basin and 1,500 feet long, and that the branch ninety-four feet wide, Altogether, cill be a constant menace and a very rty. Why should we endanger our prop orty when the danger can be avoided just as well as not? Then, too, the engineering difficulties south of the city will he very great. Residents of Rochester understand what a mighty stream the with what irresistible force it carries crything before it; and it is clear that the proposition to put the immense barge and lock, is one full of difficulties and dangers. It would be a hazardous and expensive experiment. This would be avoided by crossing on an aqueduc orth of the city.

One of the members of the advisor board said at the hearing that the route of the barge canal through this city was fixed "in the constitutional amendment which the people adopted last fall." Thi was a grievous rlunder. The people did not adopt a constitutional amendmen last fall; they merely authorized the creation of a state debt for the construction of a barge count. The route wa fixed by the legislature in the net sub mitting the question of a debt, and the legislature has the clear and undisputed right to amond that act. In our opl ion the legislature should do this without the slightest delay. Either the rout north of the city should be fixed in the microbatory act, which, we think, would should receive authority to select the rouse through Rochester that, in their judgment, seems to be best for the city

We do not see how it is possible for the youte to be changed from south of the city to north of the city except by legisadjourn in about six weeks, and the sooner a bill is introduced and passed

GUEST'S CARD.

Central Library of Rochester and Monroe County

Historic Scrapbooks Collection

Rochester Chamber of Commerce.

A regular meeting of the corporation will be held in Assembly Hall,

SATURDAY EVENING, MARCH 12, 1904, at eight o'clock,

on which occasion the RT. REV. LUCIEN KINSOLV-ING, D. D., BISHOP OF SOUTHERN BRAZIL, will make an address on the

COMMERCIAL OUTLOOK IN BRAZIL.

Bishop Kinsolving is one of the most talented men and eloquent speakers of this generation, and it is hoped a large number of the members of the Chamber will be present.

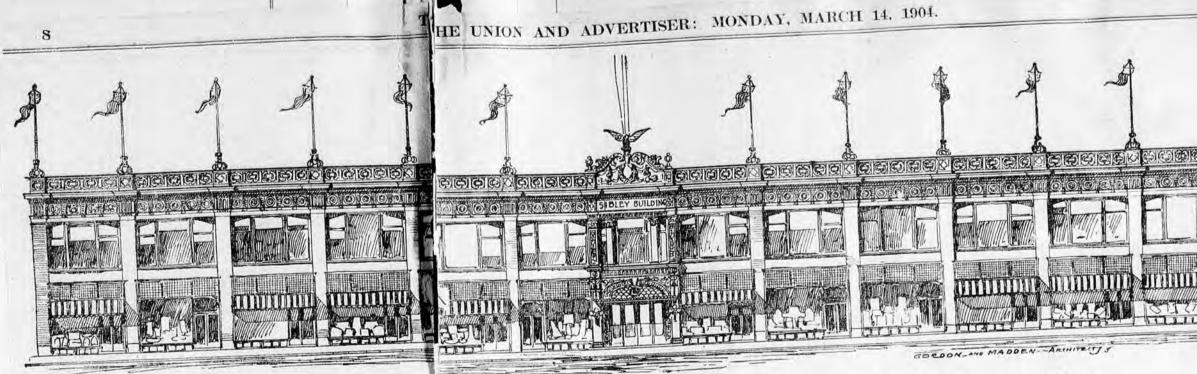
The officers of the Chamber have endeavored previously to secure the Bishop, but his many engagements have prevented. Even now he could not give us any evening save Saturday, which is the reason the date of the regular monthly meeting has been changed from Monday to SATURDAY.

Enclosed please find two admission tickets, which kindly give to friends not members of the Chamber. After the address luncheon will be served by

THOMAS B. DUNN,

JOHN M. IVES,

ROCHESTER, N. Y., March 11, 1904.



Great Frontage

on Main Street East of the New Sibley Block-286 Feet.

R HERALD, FRIDAY,

TRUSTEES MEET

Tely 26, 1904 Opposes Parcel Post System.

ASKS FOR SITE FOR ARMORY

Regular Monthly Meeting of Chamber of Commerce Yesterday - Bill To Rehabilitate Merchant Marine of United States Indorsed-Discusison of Trading Stamps.

At the monthly meeting of the trus-tees of the Chamber of Commerce yes-terday afternoon the proposed parcel post system, which was advocated so post system, which was advocated so forebly by Join Brisben Walker in his recent address at the annual banquet of the chamber, was voted to be impractical and hexpedient. The meeting was long and large number of important mat-ters were discussed.

ore discussed. The meeting of the trustees was pre-ceded by a meeting of the committee on postal molities, telegraphy and insur-ance, which was called to order at 3 o'clock. This committee considered a resolution favoring the introduction in Congress of a bill providing for the issue Congress of a bill providing for the issue of stamp certificates at all postoffices and stationers stores in the country in place of stamps. The subject was brought to the attention of the Chamber of Commerce through a petition from the National Association of Postmasters, tasking the Rechester chamber to indorse the movement. Postmaster Graham has made a study of the matter, and he had already given the proposed bill his indorsement.

The proposed measure aims at remedying two evils. The first is to remove the as two evils. The first is to remove the phortunity for dishonest persons to lifer stamps in small country stores or a steal large quantities of them out of the postoffices. Thousands of stamps are he postolities. The state way and are then stolen annually in this way and are then add at a large discount to unprincipled and at a large discount to unprincipled perchants. The other evil is the permerchants. The other evil is the persistent use of stamps in the malls in the
place of money orders. Large firms that
nike stamps in the place of money this
way are obliged to discount them at the
state of 10 rents on the dollar. The
stamps get stuck together in the mails,
become defaced and are awkward to
soul and to keep track of.

(1) Is burefore proposed to pass a law

ing to keep track of, , therefore proposed to pass a law ing for the issue of books of stamp artes in denominations of 1, 2, 3, 4, 25, and 50 cents. These books are numbered, so that every one will ounted for and so there will be no nented for and so there will be no nent for a man to steal 'them, hooks will be good for stamps at stoffice or redeemable in currency, intending an amount over \$1. For y dollar's worth of certificates re-and however, a discount of 1 per will be taken by the government, indorsement of the proposed bill was all over to the trustees for final ac-

y B. Hathaway, the consideration of the parcel post system, made a the trustees at the regular the result of the committee's ans. His report recommended posed system be not acc sport of the Chamber of Con This report was favorably ac

parcel post system that the committee advanced was that it would cost \$10,000,000 to establish the new system the first year, and probably more and more each succeeding year. The chief cause of this great expense the committee maintained would be the doubling up of the men and the horses used in the rural mail delivery service throughout the country. In the same way, in order to adapt the government mail service to the carrying of packages the committee maintained that express boxes and many other new things would have to be purchased.

chased.

The committee renoried that, while England was cited as an example of a country where the parcel post was working successfully, that country was altogether out of consideration when compared with the much greater territory covered by the United States. While in England the average distance that packages are carried is but 40 miles, in this country, the committee argued, the distance under such a system would be 442 miles. Then, too, it reported that the entire distance covered by mall routes in England was but 4,300 miles, while in the United States it was 50,744 miles.

The second class mail service the committee found in this country was conducted by the government at a great loss annually. While \$70,000,000 was realized from the carrying of 70,000,000 pounds of first class matter, this only helped to make up part of the delicit The committee reported that, while

helped to make up part of the deteit caused by the loss in the carrying of second class packages.

The establishment of such a system, the committee argued, would not only ruin the business of the express companies but it would also ruin thousands.

the committee argued, would not only ruin the business of the express companies but it would also ruin thousands of country business men and moulter business houses. In fact, the committee found that the system was one that was favored most strongly by the largest merchants and manufacturers, largety for the purpose of exploiting the smaller competitors. The carrying of large and awkward sized packages the committee also argued was impracticable in this country where a package might be consigned to California or Albaka just on cheaply as to the nearost town or city. The Gardner bill which was introduced into Congress at the suggestion of Prosident Roosevelt for the purpose of rehabilitating the merchant marine of this country was considered by the trustees and was voted the hearty support of the Chamber of Commerce. This bill was introduced into Congress by Congressman Gardner of Mussachusetts and provides for the calabilshment of a committee to take steps to hulid an the merchant marine of the United States. The committee provides for the appointment of a committee of tain members to take up the question and carry on investigations. This committee is to be appointed by the presiding officer of each appointed by the cresiding officer of each house of Congress, five from the lower house and five from the upper house, in each house two of the members are to be chosen from the minority party.

A resolution was also passed authoriz-A resolution was also passed authoriz-ing the Merchants' Association of New York to represent the Rochester Cham-ber at a hearing of the Newcomb bill at Albany next Wednesday. This bill was discussed at the meeting of the chain-ber last month. It is designed to force all companies issuing trading stamps to wrint the value of each stamp issued on lime and in any quantity at that valu The petition for the support of the Hostwick bill, which proposes in exempt all mortgages in the state, embracing real estate from taxation, but to impose

a fee of one-half of 1 per cent for the recording of mortgages, to take effect after July 1, 1994, was referred to the mittee on taxation. A final resolution was passed that it was the sense of the meeting that the city ought to provide a site for the state

rmory as soon as possible. armory as soon as possible.

The following members were cleated 15 membership in the Chamber of Commerce: Hon. Charles E. Ogden, 165 Harvard Street; Charles H. Malleson of the Burton Brewing Company, 23 Wentworth Street, Edgar F. Lewis, D.D.S. 512 Ellwanger & Barry building; Louis Gander, 22 Cady Street; and William B. Storey, 711 Ellwanger & Barry building.

of nearly 200 pages published by the Cham-ber of Commerce of that city for distribution normal boards of trade, juddic libraries and ther loop industrial remineral and educamand institutions for the purpose of advance one the fact interests of the "Flore Cap"

Its content vinlance on librariest sketch of in city, from he foundation to the present too, brief arricle on its name and varied indiscress in beautiful surroundings its extenave power facilities for inspuriousning purposes and not heather valuable and interestng dath gremans to the tiple and ammose of the work.

It is beautifully primal on superscated lands, illustrated on almost varies page with magnificent ball times of original citizens, prominent buildings and orbin and solurban tiews, some of which are done in a style almost

The cover is on extra weight, white pelildeplate, the design being the title embossed in gold and the Falls of the Genesos in brown and green, a combination which, on the rough surface of the paper, produces a flerey, falling-water effect, most realistic and effective. The mechanical work is from the press of Union and Advertiser coe and the volume in its entirity reflects credit on all concerned in its production, as well as the propressive filterality of Roch ser's Lands and John M. Ives. Secretary Chamber of Commerce Palack Diamed Expense for machine

CONVENTION OF GOOD ROADS ASSOCIATION

Secretary Ives of the Rochester Chamber of Commerce Will Be By Special Wire to The Hernid.

By Special Wire to Ther Herald.
Eric, Pa., March 16.—The first convention of the New York and Chicago
Good Roads Association was called to
order by President Albert Pope this ariam Hardwick made the welcomling address to the 100 delegates present. President Pope made a brief spe "h and Senator Laitimer of South (olina then spoke for an hour. Other s eakers were Horatlo S. Euric, state highway commissioner of Michigan, who spoke on the "Value of State Aid for Continuous Lines of Improved Interstate Roads," and W. lam Hardwick made t Improved Interstate Roads," and W Campbell, highway commiss Ontario, Canada, on the "Results Ac-

John M. Ives, secretary of the Rochester Chamber of Commerce, arrived this even-ing and he will make a protest to-morrow on behalf of Buffalo, Rochester, Syracuse and Albany in regard to the route for the and Albany in regard to the route for the New York-Chicago road, which, as now planned, passes through the southern for of counties and leaves out the cities which he represents. He says that Sonator W. W. Armstrong, the "father of good roads," in

DISPATCH: WEDNESDAY,

FIRST DAY OF CONVENTION

Delegates to Good Roads Meeting Will be Welcomed to City This Morning.

ON RÉCEPTION COMMITTEE

teen Business and Professional Men Who Will Assist in Receiving Visitors-Escort from Reed House to Court House Where Session Opens at One O'clock.

A committee of 16 prominent bust ess and professional members of the Chamber of Commerce will receive the iclogates and speakers at the first an nual convention of the New York and Chleago Good Roads association that opens in the court house today at o'clock, city time. Those who hav cen named on the committee by President William Hamilton are:

Chalrman-Dr. E. G. Bryce, Members-A. C. Murphy, Ed. Day. ohn T. Brew, Hon. A. B. Osborne, M.

John T. Brew. Hon. A. B. Osborne, M. Marke, Harley Murphy, Jacob Roth, Isador Sobel, J. B. Arbuckle, J. Ross Mayer, Charles Strick, W. H. Knelb, W. S. Carroll, James D. Hay, Asa Walker and Dr. J. W. Weight.
Chairman Bryce announced after a meeting of the committee last night that the members should assemble in time to meet the Philadelphin train arriving at 16 o'clock, upon which Senator Lathnore, of South Carolina, will arrive from Washington; the 11 o'clock train from the east on the Lake Shore, on which Col. Albert A. Pope, president of the association, will arrive, with the eastern delegates, Vice President Dickinson having come yesterday; the 12:20 d'elock train from the west, on which the Chicago delegation and western speakers will reach the city, and later trains during the day. From the Rood house to the court house the delegates and speakers will be escorted by Mayor Hartiwick, President Hamilton and the committee at 1 o'clock, div. The program for this afternoon is as follows:

Convention will be called to order by

The program of the called to order by follows:

Convention will be called to order by Cot Albert A. Pope, president New York and Chicago Road association, in the large court room of the court house, West Sixth street.

Invocation, Rev. Leon A. Harvey.
Address of welcome on benaff of the city. Hon. Wm. Hardwick, mayor.

city Hon. Wm. Hardwick, mayor.

Fresident's address.

Address, Hon. A. C. Latimer United
States semator from South Carolina.

Address. Con. James H. MacDonald.

state highway commissioner of Michigan. "The Inestimable Value of Improved Trunk Lines to Every Individual in
the United States."

Address. Hon. Horstio S. Earle, state
highway commissioner of Michigan.
"The Value of State Aid for Continuous Lines of Improved inter-state
Rods."

Address, Hon. W. A. Campbell, highway commissioner of Ontarlo, Canada.

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YEm to Chron-NDAY, MARCH 13,

Teall.

AMERICANS NOT WORKING FIELD

THEIR TRADE INFLUENCE SLIGHT IN BRAZIL.

OPPORTUNITIES ARE MANY

So Bishop L. L. Kinsolving Says in an Address Before the Chamber of Commerce - Country Larger Than United States-Its Products.

Rt. Rev. Lucien L. Kinsolving, D. D., Episcopal bishop of Southern Brazil, spoke before the Chamber of Commerce last night on business conditions in Brazil, At the close of the meeting lishop Kinsolving went to Buffalo, where he will preach to-day, after which he will go to Washington. He said in part:

"I said before a Boston audience that the ignorance about Brazil was something colossal. I shall not recent that to you.

colossal. I shall not repeat that to you, but I believe Brazil could be called here nlmost terra incognita, so little is known of it.

"As to the size of Brazil, it will doubt-less surprise many of you to hear that it is larger than the United States plus twi Texas. The greater part of it is within the tropics, but much of it is in the tem-

"Brazil may be divided into Northern Central and Southern Brazil. Northern Brazil is the Amazon country, the country of that magnificent river of which you can scarcely conceive. I remember that when I was approaching the shores of Brazil on one of my trips to that country, I noticed with others that there was a peculiar line of spray on the surface of the ocean running out like the surf. We were purious to know what it was. On or

curious to know what it was. On one side of it the water was olive green, on the other ocean blue. The olive green was the water of the mighty Amazon, which had not yet mingled with the oceau, though we were still two days from port. "The Amazon country supplies the rubber of the world. The trade is controlled by English and American houses. Then in this country there is the sugar industry. Trade is backward at present; the commercial prosperity of the country here mercial prosperity of the country here

"From Bahia come hard woods and hides, eigars and tobacco. The tobacco that comes to Bahia is of excellent quality

"The metropolis of Central Brazil is Rio de Janeiro. It is a splendid city, with a population of 800,000 to 1,000,000 perns. It is the most beautiful port of the

world."

Of this part of Brazil, said Bishop Kinsolving, the raising of coffee was the chief industry. Sao Paulo was the most progressive of the cities, he said. It has a population of about 300,000, of which 110,000 are Italians engaged in the coffee business and the cultivation of crops. Five-ness and the cultivation of crops. ness and the cultivation of crops.

sixths of the coffee crop of Brazil, he said,
was shipped to the United States, and
upon the crop and price depended largely
the financial standing of the country. The English, said he, had large interests in Central Brazil, and he expressed regret that Americans were not taking a greater

"Now I come to Southern Brazil," continued the speaker, "in which is the state of Rio Grande do Sul, where is my work. Here is to be found the most hardy Bra

Here is to be found the most bardy Brazilians of the country."

Bishop Kinsolving told of the rancher class, many of the men of which were splendid fellows, he said. An interesting description of their manner of living was given. The Germans, of whom there were many in Southern Brazil, the speaker said, did not assimilate with the Brazilians as they did with the Americans in the Unit-ed States. They were, he said, a nation within a nation.

Reference was made to the banking institutions of the country. Most of them, said Rishon Kinsolving, was conducted with English capital, so that practically all payments to Brazilian houses were made through London. There was a splendid chance for American enterprise in es

"Another lack," said Bishop Kinsolving "is American ships. I don't know how many of you are opposed to ship subsidy, but I should like to see Old Glory floating down those rivers of Brazil on mer-chantmen. Good American lines to Brazil, I believe, have a stimulating effect upor

r trade with the country. There was need, Bishop Kinsolving said, for better transportation facilities within the country, that the fine hard woods of the interior might be brought out; for an in the breed of cattle of the country, and for American enterprise in municipal affairs. He spoke of the prog-ress which, he said, he believed would come with the introduction of American methods.

COMMERCE OF THE WORLD BY COUNTRIES

The table which follows, which appears in the statistical abstract of the United States, shows the total imports and exports of each of the principal countries of the world and our exports to and imports from each of the countries unmed in the latest available year. latest available year:

Countries.	Imports.	Exports from U.S.	Exports.	Imports into U. S. from-
Argeotina	\$99,423,000	\$9,508,529	\$170,206,600	\$10,206,87
Australian Commonwealth	*203,644,000 155,121,000	28, 101, 784	1 *213,713,000	118,345,001
New Zealand Austria-Hungary	349 283,000	6,672,580	1 566,463,060 (387,626,000	10,003,334
Dalaring	420 982 000	40.355,112	355,464,060	37,912,004
	5,587,000	70,1026	11,076,000	7.731
	113,288,000	11, I56, 565 57, 386, 757	177,923,000 280,744,000	71,583,086 22,575,024
British colonies	457,370,600 18,751,000 224,814,000	With Court Life	20.011.000	*********
	224,814,000	123, 472, 116	2131,7825,000	51,660.410
Courty Place	4,419,000	1,697,043	5.661,000	3,291,048
	3,018,000	1.128,418	7.134,000	2,190,145
Honduras	9 (185, 100)	1.304.518	3.243,000	2,109,313
Nicaragua San Salvador	48,336,000	815, 329 3,753,222 12,688,282	3.926,000	583,459
	48,336,000	3,753,222	61,879,000	7, 155, 839
	198,361,000	12.038,282	134,720,000	26,182,113
	10,495,000 58,826,000	2,023,103 21,709,572	18.487,000 77.840,000	3,140,043 62,341,942
Cuba Denmark	4.16.214.0601	13 879 900	NS 799 000)	68,494
	7,029,000 73,220,000 45,197,000	1,347,850 607,577	8,811,000 87,081,000	1,823,166
	73,220,000	607,677	87,081,000	10,854,628
	848,046,000	70,497,327	38,717,000 820,671,000	87,805,253
France Algeria	64,228,600		1 60° 80°1 'n000	1
Turis	19,483,000	A BROWN TOO	1 7,551,000 35,806,000	2361.102
Tunis French colonies French East Indies	46,805,000 41,961,900	2,785,418	23,806,000	1,088,493
French East Indies	1,340,178,000	62,361 174,264,195	1,113,413,000	3,873
German calonics Grace	6,969,000	30.040	4,497.000	11.702
Greece	28.034.000	560,919	15.466.000	1,229,144
Hattl	5.600,000	1,966,343	12,760,000 408,396,000	1,127,611 51,831,605
India, British	255,614,000	4,860.683 20,185.512	408,396,000 281,177,000	33,612,864
Hattl India, British Italy Japan	135, 322, 000	1 81 107 104		
Formosu	255, 614, 000 242, 718, 000 135, 222, 000 5, 030, 000	21,022,003	1 6.881.000	40,597,582
Kores	6,714,000 74,687,000	257 130	4.7.425.6(0))	
	867, 308, 000	42,227,786 74,576,164	\$8,200,000 732,975,000	161,802,902
Netherlands Dutch East Indles Norway			98,724,000	20,809,588 15,843,948
Normalian Past Indies	78,869,000	44	45.147.000	40.010.015
Paraguay	2,270,000	14.815	0.787 000	3,890
Paraguay	21,062,000	2,873,289	13,213,000 17,938,000	
Peru /	60.044.000	2.505.897	200 77.00 7000	2,826,493 3,229,819
Roumania	54.486.000	138 695	72,840,000	61
Russia	305,614,000 2,987,000 8,050,000	7,518,177	392,215,000	7,202,753
Santo Domingo Servia	V. 050 000	1.700,371		8,361,31
Siam	16.515.000)	13,920,000	83,140
Siam Spain	175,409:000	01 15.076.784	22,065,000 154,164,000	8,787.62
Swaden	134,603,00	0,500,107	105.454,000	4.193.30
Switzerland	217,808,00 117,134,00 2,571,416,00 1,025,719,00	203,357		19,864,76
Turkey - Joseph State Comments	9 571 416 00	0 523,773,390	1.379 983 000	150 949 11
United Kingdom	1,025,719,00	0	1,392,231,000	100,249,11
Philippine Islands	82,072,00 24,565,00	4,608,900		11,372,58
United States Philippine Islands Uruguay	8,458.00	0 1,549,813 0 2,736,725	23,656,000	2,530,06
Venezuela	8,403,00	2(100,72)	17,962,000	6,609,019
Total	11,602.973,00	0 1,356,965,92	10,260,184,000	1,003,224,80
Total		2 -	T	A, WWO, AND A, OW

Aut Express march 15,1904

THE ERIE DISPATCH:

THURSDAY, MARCH 17, 1904.

BANQUET FOR TWO HUNDRED

Many Citizens Joined Delegates to Good Roads Convention Last Night.

mer, of South Carolina, the Prin

Fifty delegates and distinguished speakers of the first convention opened yesterday by the New York and Chies go Good Roads association, accepted the hospitality of the Chamber of Commerc and partook of the bounteous banque served by the ladies of the Park Pres byterian church. More than 200 per sons joined in the feast and prepara tions had been made to supply at least 300 persons. The banquet hall was decorated and all enjoyed the speeche

that followed the banquet.

The convention opened at 1:30 o'clock in the criminal court room at the court house and the large room was filled with several hundred road commissioners and interested citzens. Mayor Hardwick welcomed the visitors and said:

sioners and interested citizens. Mayor Hardwick welcomed the visitors and said:

"The problem of good roads, affording at all seasons of the year easy and rapid communication between near or distant points, is a business proposition. It has been handled in all the past in a singularly unbusinessific way. Large sums of money are expended every year with scarcely anything to show for it in permanent improvement, and with the result that outside of our cities our avenues of travel are almost impassible during a large part of the year.

"This association stands for a better order of things, for highways so constructed as to make travel upon them an easy matter at all seasons of the year, and whatever may be the means of locomotion along our public highways in the future, whether by use of the horse or the automobile, or in some other way, or by all of these, and whether for transportation or for pleasure, the one prime essential to all these means of travel is to have a good roadbed on which to travel. The old Roman roadways stand solid and enduring after two thousand years. We heed something of the kind in our country, and we thousand years. We heed something of the kind in our country, and we took to the Good Ronds association, by the help of the community, the state and the national government, to solve this great problem for the benefit of the business of every city and town, and to the comfort and advantage of every farmer in our land. We confess our interest in your work may be selfish, as the first great highway constructed under the inspiration of this association must of necessity pass through the city of Erle, and we need along the lake shore the information and enthusiasm that such a gathering brings, and trust that your convention may be in the highest degree successful in the work that has brought you together.

"In helulf of the city of Erle, I extend a most cordial welcome to the members of the convention."

Col. Albert A. Pope, president of the association, responded. He told of the

Col. Albert A. Pope, president of the association, responded. He told of the good that would come from the convention and proceeded to speak at length on the evolution of good roads. He said:

"In the earliest days everything wa were impressed into service and their training as pack animals relieved the backs of men. Somewhat later came what may be called the third stage in the development of transportation, when long poles were strapped to the sides of horses or other animals and a platform built across the poles to afford a place for loading. In this way the American Indians and cher uncly-lized people transported their house. the American Indians and other uncly-ilized beable transported their house-hold effects from one region to another. The appearance of rough carts marked the fourth stage in the advancement of transportation. The earliest of these were made with solid wheels, the wheels in most cases being sections of large logs with a hole borad through the centre for an axis. This, however, wis a distinct advance and was a foresumer of the modern cart

rest of the civilized world nut together.

"The he older countries, considerable attention had been turned to the devolopment of good roads because they were needed chiefly for military purposes. The mobilization of the armirs of Greece and Rome made necessary the consideration of excellent highways, many of which are in good condition to this day.

"In America during the early period of our history the population was so cattered, and in seneral was so poor, that it was natural for us to turn our arst attention to the development of railways; and while that method of transportation has reaghed a high state of excellence and been spread pretty thoroughly throughout the land, we will need more railroads; but not so

thoroughly throughout the land. ve still need more rallroads; but not so much as we need good roads as feeders to those rallways. There is nothing that helps to build up a country so much as proper highways, roads that can be used throughout the entire year. And if this is true, there is no public improvement whore money can be spent to better advantage. For many years we have expended liboral sums of money for the betterment of rivers and harbors and the results accomplished are commendable, but we must not lose sight of the fact that a great majority of the people live away from the coasts and waterways, in regions where the necessity for good highways is imperative. In many cases they need the appropriation and national aid a great deal more than those dwelling nearer the seaboard or on the streams that teem with industry. "The highways are the natural feeders to callways are

dwelling nearer the seapourer or on the streams that teem with industry

"The highways are the natural feeders to rallways, and improvements on them materially increase both interstate and international commerce. If our government has seen fit to be liberal in river and harbor work, it is reasonable to expect that the building and maintenance of public highways should demand the same attention. There is an interdependency here acknowledged by those who analyze this question aright; but even when the national government contributes toward the promotion of good roads, I believe that the cities, countles and townships should bear their prportional part of the expense. It is not only a safeguard in the disbursement of funds from the public treasury, but it insures better work and a more widespread interest.

"When Boston was first settled, the

"When Boston was first settled, the

insures botter work and a more widespread interest.

"When Boston was first settled, the
people built their crude dwallings on
the seven bills' and faced them as they
pleased. The neighbors passing from
one home to another made paths as
crooked as cowpaths, avoiding obstructions and taking the eastest way.
As the number of settlers increased
the number of paths multiplied. Later
on, in the growth of this town, horses
and wagons passed over these same
ways until use made them roods. Still
the settlers came; still they built their
homes facing on these rough, crooked
roads, until the early settlement grew
into a village and the village into a
prosperous town. That is the reason
why the roads in Boston, in the old
town, are so crooked, and what applies
to this city can be said also of many
other towns along out eastern coast
like Marbiehead and Gloucester.

"When the western cities began to
be built their people profited by our
experience and avoided the mistrkes
which the early New England settlers
made in the building of their towns
and the arrangement of their thoroughfares. When William Penn laid out
the City of Brotherly Love on regular
lines, he set an example which had its
effect on others whose ploneer work included the laying out of towns. So,
too, when our beautiful capital city
was planned, it gave a good and comprehensive idea of a municipal lay
out which is both symmetrical and conprehensive idea of a municipal lay
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proposed an improved as it is "The great lakes of Hilmols and Michigan, this great neckiace of pearls, the millions of tons of freight moving upon their broad and expansive bosoms, represent in no uncertain way the largest commercial interests in the Luited States. The introduction and the building of this grant 100 million dollar canni has just been successfully insugurated under the able direction of A. E. Bond.
"It seems to me that our country of the seems to me the seems of the see inargurated under the sche direction of A. P. Bond.

"It seems to me that our country occupies one of the most prominent positions today of any country in the world and we only need improved high-ways to stand first amongst the nations of the earth in making an amalogy I have in mind the time when I was quite a young man that grandmu was not only herself very busily engaged, but she had also the obliders of the household busy makings patches and putting those patches into blocks, and after she had gotten together a large number of blocks then she put in the strips which united and made a perfect whole or outside covering for the quit. This country has been sewing together for the last 284 years and making the blocks for all lines of business enterprises. Now a perfect connection or all our large interests weed he the putting in of man's highway. We have the very best public service in steam and electric roads, and we have no peer on the waters of lake, river or ocean, and I think we are ready to take up this great question of the improvement of the main arteries of the land, the roads of our country.

"I firmly believe that the movement which has been started by this association will result in the accomplishment of the building of this great lightway. We have a large in the main great in the accomplishment of the building of this great lightway. We have the building of this great lightway. We a large individual that is directly in any way connected with the cannoring. Is cut our by bad roads. Cauld the farmer, at all seasons, draw his produce to the nearest shipping point, he would use his own time to better advantage because he would do this drawing in dull seasons and the rolling stock of the railroads would be far more effectual, because a steady supply of freight would, in a measure do away with the congestion of traffic which happens from time to time, and which happens from time to time, and which is a source of great loss to all concerned. It is said that a farm lying 10 miles from market, with a good road leading to the railway, is of more value than an equally productive farm five miles from the market, with a bad road leading to the station.

"The interdecendency between railways and highways is so great that the former can afford to transport road materials for nothing, or for very nominal rates. This fact has been so clearly de, valed thus many of the railway pre-

8

for the development of our civilization can be undertaken than that which has for its object the betterment of the

first rank among the nations of the world, should neglect its roads and sit idly by doing nothing, he said, is a question which has never been answered. The senator held that with the installation of good roads, more produce could be hauled at greatly reduced cost, and there would be a saving of fabulous amounts. He is of the opinion that its opinion th

reduced cost, and there would be a saving of fabulous amounts. He is of the opinion that the country owes this to the rural districts.

The poor roads of the country, making it impossible to disperse literature and learning in the country districts, he maintained, was the reason for the depopulating of the country districts and the overcrowding of the cities. He spoke of the institution of rural free delivery and the marvelous effect it has had upon the American farmer. To carry this on successfully, he said, good roads were necessary. He branded dirt roads as expensive and said that each year they cost great same of money and yielded no benefits to the people. He spoke very forcibly and made a deep impression on the large andlence present.

Hon. James H. McDonald, state high

Hon James H. McDonald, state high-way commissioner of Connecticut, and president of the American Rosdinak-ers association, in speaking on the value of trunk lines, referring to proposed highways, he said:

"Perhaps there is no section of highway in the United States that is quite so much an important factor as the road proposed from New York city un to and through Poughkeepsie, following the Hudson with all its historic interests and magniagent scenery, and thence on through the southern tier of New York and out through the Pan Handle of Pennsylvania, thence through Ohio to Chicago, III. Towns, cities and counties are all traversed in a very interesting way; the town and the country are each passed through in their turn. Five states and 32 counties, with a total population of nearly twelve million of people, are assisted into pleasant travel, thus making a great moving panorsma of interest when this road has been improved as it is proposed.

special rates for the transportation of transpor

thoroughly awake to the important of good roads, and that all we need to secure the desired end is a united effort. The congress of the United States should make liberal appropriations to be expended in different regions of the country where the inhabitants are willing to pay a part of the expense, and where the work can be carried on under skilled supervision. So these every section of a highway properly constructed would serve as an example and an inspiration for the road building. Railways should cooperate also, in the good work, by concessions in freight rate, as already mentioned, or in any other way in their power. They could materially help in moulding legislation toward the desired end. What we want to accomplish is the free interchange of commodities at the cheapest attainable rate, so that the produce of a distant state may be laid at our doors at an expense so trifling that we do not feel for the development of our civilization or an inferior the development of our civilization.

"No chain or bond is stronger than its weakest link, and no highway can attain its greatest usefulness unless it is improved its entire length. It there he road improvement in places or localities, and then a liquid morass of mad in other sections, the money expended on the improved portions has been practically thrown away.

"The methods we have been pursuing in road improvement have amounted to a filt or miss system, which equals no system at all, and if any project in the wide world should be thoroughly systemized, road improvement should be that a system, as it involves an expenditure of the people's money.

"Teter Cartright on one occasion was asked by his bishop if he was growing in grace. He replied that he was growing in spots, so far, we have simply here and there improves our roads in spots, and unless we make these improved spots continuous all our work for road improvement has been and will be in value—a proadigal waste of time, energy and money.

"Our forefathers in this country, contrary to the experience of centuries, inaugurated the present township method for the construction, ever and maintenance of the public highways. This system we have followed for more than a houdred years and results have shown that it is victous with searcely a redeeming feature.

"Experience has demonstrated that no general road improvement worthy the name can ever be an omplished without state of national sid. It is unnecessary for us here to apeak of the old Roman roads or the centinnous planes of national highways now existent in Europe; these are all matters of record. One small community or township can never plan or act for other, communities or townships in the construction of inter-state roads any more than in other mutters affecting the general good. Their must be a strong centralized power acting for all these communities or towns in matters that are of a common interest to all, and what matter is of more interset and importance to all communities.

ne is pest, and those in authority who attemnt to thwart the will of the people, or who are indifferent to this great project of road improvement will us swept from power with the bosom of destruction in the hands of an outraged people as effectively as aid the Master when he drove from the temple those who were profaming the holy place, and the places that know them now shall know them no more forever.

"If continuous lines of improved inter-state highway are to be constructed, where shall the beginning he made? Manifestly should it not join the two greatest cities of this continent—New York and Chicagor.

"When this great highway shall have been so constructed, it will stand through the ages as an enduring monument to the clause of gnod reads, bringing renown to the great cities flus linked together and reflecting flus linked together and reflecting flus linked together and reflecting honor to this great nation within whose domain it was constructed."

Anyone toking an interest in the proceedings will be admitted to the sensions today in the Chamber of Commerce hall. The program is:

Morning session at 10 o'clack. Address, Hon. John Farson, first alrepresident New York & Chicago Road association, Cheago, III. "The Commercial Advantage of Continuous Lines of Improved Inter-State Roads."

Address, Hon. Marth Dodge, director office of the public road inquiries, Washington, D. C., "The Proj. the United States Government Should Take in the Construction of Improved Inter-State Roads."

Address, Hon. Beaver A. Bond, state of Improved Roads New York, "What State Ald for Roads Ins Dona for New York State."

Address, Hon. Beaver I. Budd, commissioner of public roads. New Jerkey, "Continuous Lines of Improved Roads in New York State."

Address, Hon. Beaver I. Budd, commissioner of public roads. New Jerkey, "Continuous Lines of Improved Roads in New York State."

Address, Hon. Charles W. Poss, exstate highway street commissioner of Funda."

Address, Hon. Charles W. Poss, exstate highway street commissioner of New York & attempt to thwart the will of the people, or who are indifferent to this great

Hon Frank D. Lyon, director New York & Chicago Road association, Binghamton, N. Y. "The Progress Made in New York State on the New York and Chicago Road."
Address, Hon, R. A. Mecker, state supervisor, New Jersey "The New Jersey Plan for Road Improvement."
Address, W. L. Dickinson president Contentical Valley-Highway association: "Continuous Lines of Improved Inter-State Roads Built by the Co-operation of the National and State Governments with the Counties, Cities and Towns."

MAKES PROTEST.

John M. Ives, secretary of the Roch-oster Chamber of Commerce is here in the Interest of a national road through New York state, in which Buffels, Rochesler, Syracuse and Albany should be included. The proposed route helier-the convention here enters the state at Westheld and proceeds through the southern ther of counties to kingston and thence crossing the Hudson-river and reaching New York by the way of Peckskill, Yonkers, etc.

The contention of Mr. Ives is that this route, while only about 25 miles short-

Charles W Wood, sceretary of the vacuus Chamber of Commerce, states at their chamber is very much in fasor of the northern route, and that of the northern route, and that of the northern route, and that of the northern route as the the northern route as a special represented on the chamber to urge a change the route which will include Buffa a Saviense, Rochester and Albany. William B Jones, secretary of the discretization of Commerce, may always to the chart of the state a hould cervilly so through the enter of the late, including the cities of Buffalo, schester Syrnates and Albany. Further that the Albany Chamber of commerce is decidedly opposed to the aid boing built brough the southerner of the state and will oppose build-panels a roud wherever and whenever oscible.

Iven further stated that Monr Art Ives further stated that Monros unity afrendy had between 60 and 5; these of improved roads, and that if the 20,000,000 appropriation for goods good brough the present New ork state legislature, Monroe county

roads from Erie to Buffalo along

ardition. Senator William W. Arm-wing is virtually the father of gode in New York state, and erios with him much weight in the heptidature will certainly not for in appropriation for good for the southern ther of com-

GOOD ROADS CONVENTION.

Protest Against Chleago-New York Highway Going Through Southern Tier. ERGE, Pa., March 16.- The first convention

the New York and Chicago Good Roads Association was called to order by President Albert A. Pope this afternoon in the Court House, Mayor William Hardwick made the welcoming address to the 100

ent Pope made a brief speech and Sendent Pope made a brief speech and Setutor Latimer of South Carolina then spoke for an hour. Other speakers were Horatle S. Earle, State Highway Commissioner, of Michigan, who spoke on "The Value of State Aid for Continuous Lines of Improved Interstate Roads," and W. A. Camphedl, Highway Commissioner of Ontario, Canada, on "The Results Accomplished in Road Improvement in Ontario." irio, Cattaga, volume of the Rochester John M. Ives, secretary of the Rochester John M. Ives, secretary of the Rochester John M. Ives, secretary of the Rochester of Commerce, arrived this even-

on behalf of Buffalo, Rochester, Syraeuse and Albany in regard to the route for the New York-Chicago road, which, as now planued, passes through the southern tier of counties and leaves out the cities which he represents. He says that Senator W. A. Armstrong, the "Father of Good Roads" in New York, would not assist in securing an appropriation for the route if it passed through the southern tier.

The delegates were entertained at a dintroduction of the complexes to night.

GOOD ROADS THROUGH CUT a NEW YORK STATE

Route Through the Southern Tire Favoed -Rochester Man Makes a Fight for a Northern Route.

ERIE, Pa., March 17.-The first naional convention of the New York and chicago Good Roads Association to-day plorted a resolution by John Murtaugh proposed New York-Chicago road be proposed through the southern tier of New York state, passing through Ulster, Deliaware, Chenango, Tigga Chemung, Allegheny, Steuben, Cattaragus, and comutangus countles, this being deemed the shortest and best route through New York state. Thence the proposed road will pass through Eric. Cleveland, Tole-

Mr. John M. Ives: secretary of the Deshester Chamber of Commerce, warm-ty advocated a route through Albany, syracuse, Rochester and Buffalo, claiming that the other route, while only twen-

ition was adopted authorizing was resolved that national aid extended and federal co-c

MARCH 17, 1904.

Suggestion by Watson Brown

to Mayor Cutler.

TO BRING SHIPS INTO ROCHESTER

Making River Navigable to Upper Falls by

Canal Crossing at Paper Mills, Cut-

ting Off Canadian Tolls.

Mayor Cutter has received a commun cation from Watson Brown on the barge

canal matter in which the writer sug-

immense advantages to be derived from

the transportation companies, the barge canal should be planned to cross the riv er at the Rochester paper mills, and the river should be dammed so that it would be navigable to the upper falls, thus per-

mitting ships from the canal to ente the heart of the city. His scheme also contemplates greatly increased water power for the city, the use of Deep Hol-

low creek for a portion of the canal route, and the connecting of Lakes Erle and Ontario by means of the canal and the Genesee river, with looks at the low-er falls and the Yates coal chutes, thus

ated at Buffalo and New York city is th

their earning capacity by delivering goods in New York city instead of Enffalo. The rallroads west of Enffalo have as much right to have the New York state govern-

neal construct a double track for their use from Buffalo to Albany as the burg ransportation companies (who operate o

transportation companies (who operate on the great takes) do to have the canal constructed for thoir use.

The result of this not shows the weak point in our state nich national consituation where a shrewd business concern can submit through their proper representatives to the voters a question under a popular fille which calls for the expenditure of a large amount of money and which gives to a certain class of voters (or laboring men) temporary work and which the tax-payers are obliged to pay, the benefits to be derived therefrom going to a few elever succelaided.

n few elever stockholders who are the au-thors of the scheme. Nothing will injure the laboring men so much as such tem-

porary and mushroon jobs.

This criticism of the barge canal passes on the last election is proliminary to the following suggestions and recommendations which I wish to make to you a mayor of Rochester, and through you for State Engineer Bond, in asking that these transportation companies, who are the or

The Plan in Brief.

Two Additional Advantages.

In this connection I will to add two additional advantages which could be made to serve the city of Rochesior. The first is that the Irric canni could be connected with Lake Ontario and serve the same full-pose of getting boats from Lake Eric to Lake Ontario as the Welland cannil draw at the present time. This could be accom-

A BRAND NEW

CANAL SCHEME

While the wishes of the voters of this dis-trict were averridden at this last election, if the Buffale and New York Lake trans-portation companies would grant us the above privilege, the renumeration the city and tax-payer would receive from this source would compensate as in a small measure for the amount we will have to pay for this barge canal.

SOUTHERN NEW YORK

Die atch ROUTE IS FAVORED

THE ERIE DI

CLOSE OF THE GOOD ROADS CON-VENTION YESTERDAY.

Resolutions Adopted Ask National and State Ald for Work-State Highway Commissioner Hunter Appointed to Inspect Houte,

Elmira, N. Y., was chosen for the ext annual convention of the New next annual convention of the New York & Chicago Rond association before the delegates finished their work in the Chamber of Commerce yesterday afternoon. Hon Joseph W. Hunter, state highway commissioner of Ponnsylvania, was appointed to go over the route recommended through the southern tier of counties in New York state, through this county and Ohio westwardly to Chicago and report on the kind and size of road to build. The resolutions adopted by the convention were as follows:

The resolutions anothed by the convention were as follows:

Resolved, That it is the opinion of this convention that national aid should be extended in the establishing and improving of public roads and that the Federal government should aid in co-operation with the states, in procuring the construction of continuous systems to the end that the great centers of nomination shall be connected by such continuous roads.

Resolved, That we heartly indoves the plan originally proposed by this organization to establish a continuous road from New York to Chleage by the route projected through the southerniter of New York and themse westwardly through the cities of Erie, Cleveland and Tolledo, to the westernierminus. Furthermore, in advocating this route, we advance no composition to any other proposed line; in the contrary, we urge the establishment of as many roads along as many lines as possible.

Resolved, That the thanke of all the delegates be extended to William J. Dickinson for his curnest and untiting work in hringing tide body together at this time, and for his zentom labor which has been the stimulant that has made this organization the successful institution that it is Further, that we extended our thanks to the Chamber of Commerce of the rig of Frie for the generous entertalmment and support that they have given us.

Resolved, That the executive committee be requested to call the next national convention to be held at El-mirs, N. Y., on a date to be selected by such committee.

GEORGE MICANN.
WM. HAMILTON,
DH. A. A SMITH
EV John Murtough Elmira;
Whereas, It has been promosed by
the New York-Chicago Good Roads association that an improved highway be
constructed between the circo of New
York and Chicago, and
Whereas, A route has been inspected
and approved by said association,
through he southern there of counties of
New Yi k state which will be the
shortest and most convenient route
between said cities, and

shortest and most convenient route between said cities and Whereas. A harge portion of said route in the state of New York is improved or proposed to be improved under the provisions of the Highle-Armsirong law, and Whereas, Improved or proposed to moved highways now connect the cities of Buffalo, Rockester and Syracuse with said highway, therefore be if Resulved. That this convention strongly recommends the proposed southern ther route through the counties of Ulster. Delaware, Shenango, Chitarangus and Chautanqua, as the best, shortest and most convenient for the construction of an improved continuous inter-state highway between New York and Chicago, and he it further

arther
Resolved. That this association and
he members of this convention pledge
Il possible aid for the construction of said route and that it comes of the road

Want Rural Business Men as Associate Letter From Daniel B. Murphy.

Secretary Ives of the Chamber of Com-merce has received a letter from Daniel B. Murphy, of the firm of Burke, Fitzslm-mons, Hone & Co., new travelluz in Europe with his family, expressing regret at the recent five that resulted so disasterously for many of his fellow business men in this italy - DZv 3/2//04 -

BETTER WATERWAYS NEEDED.

and partor committee Friday for the 21-ton older canal and lock through Black Bock harber of which we get final surveys the last river and harbor bill as well as waterways. These will all be twenty-on-feet sure with regulation of the lake level to per engineering data of that board, for windch in that bill we also provided on in ternational commission of which President Roosevelt has appointed the American side. The principal penter was James J. Hill and it would have done you good to hear

plea for 21-foot channels; that no others were worth while, that such alone would piswer the requirements of the sluarion. nd he said that anything less could no nd incidentally remarked that if they would let him have a railroad from Buffalo to New York free from the disturbance and expense of passenger traffic, he would empty the barge canal (proposed 1,000 ton) He said, "We have settled the transportation problem on land," and turning to the legislators, he said, "But you gentleman are all the time hampering and hindering us, and it is the question of transportation that means whether this country shall bepreme or not; the farm in Dekota mort gaged or free. There is a lack of foresight, of ability to appreciate the progress of this country. We plan and we build and before we are ready with our new ways, conditions, are so advanced that

1,000-ton burge-way is built, the railroads will take away business." Chairman Burton said, "I do not under-stand you. Explain, Mr. Hill," And he added, "It will be given over to lily pads. I tell you nothing less than a 21-foot chan el will do or be effective besides the rail-

liver the freight seeking outlet. "I am not

thought it would effect in grain rates and he said it would deliver a bushel in New York for 5 cents where now it cost 9 or 10 bushel; and further stated that he had pay something like \$700,000 for the land or his elevator in Buffalo and it cost \$400,-10 for a satisfactory dock; that it was the producer in Dakota, etc., that paid this and he could not do it and live, that as long as there were excessive terminal charges and transfers, the traffic could not

tand it and would go elsewhere thing and as to cheaper terminals of Parry sound (Canadian), he also stated th cost per ton carriage of this grain in 5,600 ton vessels, the smullest he owned, was 48 cents; in 7,000-ton vessels, 42; while in 10,000,

the largest he had, it was 38.

Among other speakers was Mr. Livingstone, president of the Lake Carriers, who depicted the growth and immensity of the thought he was ruined when he had to take \$4, and that now iron are is delivered from Duluth to Ohio ports at \$6 cents, Ha-showed present volume, \$7,000,000 through "Spo" canal; 50,000,000 through Detroit river; 74,000,000 on lakes; and compared it with the Panama and Suez-not over 7,000,000 to 12,000,000; and that of London, just reaching 20,000,000; and said no man could tell its final limit. The wildest dreamers had been surpassed by actual conditions. He wouldn't even say 10,000 vessels were the limit. He remembered when they thought 5,000 was and said he believed to-day the man who had only a 2,000-ton vessel and had to keep if, like the present from the king of Slam, would have a white elephant

This canal will give fourteen miles of move. It is first step in the Ningara deep the Coderal government for what the state

Attorney General Cunneen who was pres in response to a query by Chairman Burton as to local co-operation and contri bartlon, which for some years I have been furthering in connection with river and harbor matters as bettering conditions and advancing the meritorious. speaking for the state of New York, they could rest assured the state would co-oper-ate in any way if required. He also stated the main opposition to the barge canal had been that they wanted it national.

Mr. Hill's feelings were so intense that the end of the session, he and reiterated that they had got to make a 21-foot channel and make it through an ving happened to come over to sit b side me, he finished up by turning his back on the rest and addressing me, "Lon't that

The other day, I happened to ride up with associate Putnam, to see Speaker Cann-in regard to good roads legislation, wi-gave me not only a appreciation of

NEW BUILDING OF SIBLEY, LINDSAY & CURR CO.

ROCHESTER HERALD.

MARCH 31, 1904.

WILL PICK ROUTE

Barge Canal Course.

Admitted to Associate Membership.

The trustees of the Chamber of Com otions the last part of April or the first

part of May.

H. B. Hathaway made a full report of H. B. Hathaway made a full report of the work done by the committee appointed by the chamber at Albany, and President Lamberton of the Park Commission made a similar report for the committee appointed by Mayor Cutler. As yet the two committees have not united on a route for the barge canal that will be most acceptable to Rochester's interests. The state commission will undoubtedly come here at one time that it is asked come here at any time that it is asked to come to investigate the matter. On this account the trustees of the Chamber of Commerce thought it expedient that the two committees should unite on a route and should be able to present their ideas to the state commission in a logical and clear fashion, as the unanimous mind of all packages are

Associate Membership Planned.

Secretary Ives presented a plan to the trustees for establishing an associate membership to the Chember of Com-merce for the benefit of business men

The plan met with the approval of the trustees and was adopted. A committee was appointed, consisting of H. II. Rich. C. F. Garfield and Secretary Ivez, to avrange the details for such an associate membership and to send out chemians an councing the conditions to prominent nouncing the conditions to prominent business men and farmers in all the

support of the Rochester chamber in the matter. Action on this matter was de-

Secretary Ives wrote a letter some drew Carnelgie for a \$150,000 Harary

this account the gift was rejected.

The plan proposed for a \$500,000 library for this city as the gift of Mr. Carnegie for this city as the gift of Mr. Carriegos would carry the same condition. Hochester would have to spend \$50,000 annually to maintain the library after it was secured. On this account the prospective Carnegis library for Rochester will probably never materialize, for Rochesterlans would probably hesitate to agree to expend that amount of money every year for the maintenance of such an institution.

Permission was given to two associations of the pair o

Ship Canal Project.

Secretary Ives read a letter from Congressman J. Breck Perkins. Mr. Perkins inclosed a letter from Senator John C. Spooner about the ship canal

project from Buffalo to the Atlantic

Mr. Spooner said that, while he though

Air, Spooner said that, while he thought the plan a most excellent one, he believed that at the present time, in view of the heavy expense of building the Panama Canal, the project was land-

Another communication was read asking the support of the chamber to a freight bill which has been introduced into the Legislature by F. C. Wood. This bill obliges all roads within the state to furnish cars without delay to shippers and to rush all freight over the road. The question was referred to the recognition.

road. The question was referred to the committee on transportation.
The following were elected to membership: Sleeum & Wallace, attorneys.
22 Elwood Building; Arnold Empey, 408
Eliwanger & Barry building; Miller & Metnitre, manufacturers, Eliwanger & Barry building; Fred G. Beach, 14 Rundell Park; E. B. Putnam, Iffe Insurance, 201 Powers building; Z. F. Westervelt.

201 Powers building; Z. F. Westervelt, superintenden. Deaf Mute Institute; Frank S. Barrons, dentist, 345 Powers

building: K. A. Luther, insurance; Wol-

fert Brothers, insurance, Reynolds Ar-

BUILDING BOOM

ROCHESTER RECORD THIS

SPRING UNPARALLELED.

PLANS OF FIRE VICTIMS

Owners of Fahy and Cornwall Land

Have Practically Decided on the Style of Buildings That Will

Be Put Up - The Other Plans

The building undertaken in Rochester this

The building undertaken in Rochester this year exceeds by much that of any other year in the history of the city. The cost of buildings now planned, which will be completed before the end of the year, will undoubtedly be more than \$4,000,000, and the outlook seems to warrant the belief that buildings valued at fully \$5,000,000 will be creeted before the year closes. A list of buildings

fore the year closes. A list of buildings given herewith that are to go up during the year, white is necessarily incomplete, in-cludes buildings that are estimated to cost

yesterday from members of firms about the

build or from greinteets. In some cases sons, these are not absolute. In some cases neither contracts nor plans are made, so that the estimates could only be approximate. Many of the business men interested were

unwilling at first to say anything about the cost of the buildings, but finally consented. In such cases the estimates are, probably,

very conservative. In two or three insta-

ces, perhaps, the estimates are excessive The table printed will, however, convey as idea of the phenomenal building scrivity is

There are various causes for this activity but two have operated far more potently than

others. The recent large fire has made the

perative. Then, last year building was large

ly prevented by the strikes. This explains the fact that dwelling houses by the score

are being put up all over the city. Labo

conditions last year called almost a com-plete halt to the building of houses, so that this spring houses for rent have been exceed-

It was learned yesterday that John Paliy

will build on the site of the building occ

pled by him before the fire. The plans for

this building have not been completed, but it

is known that it will be fro i a six to an eight-story commercial building. The lower

part will, probably, be occupied by som

ing will run from what was Nos. 154 to 160 Main street east. The frontage is sixty-seven feet. It was said yesterday that the cost

It is also said that the beirs of the Cor

wall estate will put up a building next to the Pahy building, from about No. 140 to 152 Main atreet cast. One of the heir by in

large business concern, while the upp stories will be devoted to offices. The bul

will be about \$150,000.

the city at this time.

IT'S A GENUINE

building was 19 feet. The new building, it is said, will be built in harmony with the others that it is planned to put up. at least 150 delegates would come here at that time. The other gathering was the international convention of the Hahnemann Association of Homeopathic the International contention is to be held from June 27 to June 29 and will bring delegates from all over the United States and Canada.

A letter like many others that Secretary Ives has received was read by him from the Chamber of Commerce of St. Paul asking that the chamber here affiliate with it in club and association privileges. Many of the western chambers have regular club quarters for their members. The chambers that are affiliated offer all membership club privileges to members from other chambers who are traveling. Then, too, the chambers look out for the interests of any members of an affiliated association. This enables the member of any chember to go to any of these other cities and gain immediate financial standing. Plans are being matured for another larg

Plans are being matured for another large manufacturing company, and it is expected that the contracts for the building will be made in a day or two. Until the contracts are made, the real estate owner putting up the building does not wish to publish any details about it. This building and other business buildings and residences are including the configuration of \$1.00000 this little was the configuration of \$1.00000 this little was the configuration. ed in the estimate of \$1,000,000 in the list. Present conditions give reasons for believ-ing that \$1,000,000 will not cover the cost of buildings that are not specified in the

Post Figures upnits, ou

ecretary Ives of Chamber of Comerce Thinks They May Render Assistance in Bringing New Enterprises to Rochester.

per of Commerce, is of the opinion that he recent action of many of the trunk ines entering this city in creating inustrial departments with a view of furhering the commercial development of the territory through which the railoads pass, is going to prove a powerful factor in bringing manufacturing enter-prises to this city. The Lehigh Valley prises to this city. The Lenigh Valley and the Eric companies have already carried their industrial departments to an advanced state of utility. P. H. Burnett is the industrial agent of the Lehigh and Louis Jackson of the Erick and the Lehigh and Louis Jackson of the Erick oth have headquarters in New York

At stated intervals Secretary Ives

unication with manufa

Plan To Have Business Men of Nearby Towns in Chamber of Commerce.

ast meeting, consisting of H. H. Rich, 2. F. Garfield and John M. Ives, to formulate a plan to invite business meebers of the Chamber of Co half of the regular initia ber of Commerce and decided to invite the publishers of the newspapers of the surrounding towns to aid them in the oposed plan, after which a letter will be sent to the names submitted and those accepting will be voted on at the next meeting of the trustees on the 28th

It is hoped by the proposed plan to It is hoped by the proposes men being into closer touch the business men of the surrounding towns and toochester. The rooms of the chamber will be open to members living at a distance who will enjoy their advantages, as well as the enjoy their advantages, as use of the telephone system, a stenographer, and the library. They will also receive invitations to the annual dinner of the chamber, besides becoming better acquainted with Rochester business men. It is proposed to broaden the work of the chamber along many lines and it has been suggested and met with much apbeen suggested and met with much approval that a business men's club with headquarters in the chamber be formed.

SCHEME WORKS WELL

New Industrial Departments for

Secretary John M. Ives, of the Cham

At stated intervals Secretary Ives received from Agent Jackson, of the Erie, a list of the manufacturing enterprises in the territory covered by that line, which are contemplating change of location or extension of existing plants. Secretary Ives is now corresponding with several such, Among there is the Frontenac Cereal company of Kingston, Ontario, which contemplates the erection of a point on this side of the border in the near future. The close lake communication between ster and Kingston commends this city to the directors of the Kingston company as a suitable point for the erec-tion of the new factory. This is one of

be brought here is the Union Collar com-pany of Troy, This company has a large trade especially in the western part of trade especially in the western part of the state and is accordingly desirous of getting in closer touch with it. So it wants to remove to one of the Western New-York cities. Both Buffalo and

Rochester are under consideration. The plant is among the largest in Troy. Secretary Ives is also corresponding with a stove company of Newark, O. that is desirous of securing a location in the East, this portion of New York state being preferred.

The industrial department of the Lehigh Valley Railroad company has placed itself in communication with manufacturers throughout its territory. Details regarding all good manufacturing locations are furnished by the department such as transportation rates, rents, taxes, labor and the best methods of se-

The New York Central has not yet

AUXILIARY MEMBERSHIP.

Work was begun in earnest yesterday in on Clinton avenue north.

This floor will have eleven aisles run
ning north from Main street, and thre demolition of buildings to make roo for the magnificent new structure of the Sibley, Lindsay & Curr Company, which is to be creeted on the block between Clin-

on avenue north and a line a short distance west of North street Workmon were engaged in tearing down the Booth house and the old Filon resie, on Clinton avenue north, and the house, the Palace stables and the Filon building on Main street east and the burns in the rear, will be begun to-morrow morn-lug. Some of these buildings have interesting histories. The Peer house was for merly owned by the Rochester Theologica Seminary, and was used as the president's

residence, having once been occupied by Rev. Dr. Ezekiel E. Robinson. During the process of demolition, the Washington Hall building, the Jordan building and the new brick building at the north of the Washington Hall building on Clinton avenue north will remain undisturbed, for the retail business of the company, until the east portion of the new building is completed. The retail business will then be transferred to be consisted. will then be transferred to the completed portion, and the remaining buildings will then be demolished and the entire structure

Visitors to the premises now occupied by the retail department of the Sibley, Lindsay & Cure Company are surprised at the extent of their quarters. The reis large space are occupied, as well as a rge portion of two additional floors. In ddition, Colonial Hall, on St. Paul street, occupied for retail purposes, while the holesale department is housed in the Archer building, on St. Paul street, with

A large part of the steel for the nev building is on the ground, and the work will be pushed to completion with all pos-sible speed. The construction will be fire-proof, with steel beams and riveted steel olumns, all inclosed in Rochling fireproof

The new building will have a front The new building will have a frontage of 234 feet on Main street east and 334 feet on Clinton avenue north. The Maes Intosh and Hart buildings, at North and Main streets, will be left for future growth. The building will be five stories in height, with a basement which will be deeper feet high in the clear. There will be a be a subchoscapet. The boiler reconng on the northeast portion of the site, The dynamo room will be in the basement of the wholesale section, which wholesale section will have a frontage of 134 feet on nes of the entire Main street frontage The dynamo room, with generators capable of supplying 5,000 incandescent lamps, will b) under the castern part of the wholesale

The first story of the building will be of Indiana limestone. The remaining stories will be of Cauandaigua pressed brick, of the Roman tone shown in the Ganeseo Valley clubbouse. The building will be equipped with six rapid passenger elevalors and three freight elevators. There will be three entrances on Main street and three on Clinton avenue north. The huilding will be surmounted with a tower, which will rise fifty feet above the roof, with an electrically regulated clock with rour faces. The tea room will also be smated on the roof, easy necess being

The first floor of the retail section will

231 feet on Maju street east, and 200 fe

cross nisles, one in front, one in the center and one in the rear. From the central cutrance on Main street will run the main niste of the store, which will be very wide. This aisle will lead to a marble staircase, three-fourths of the distance back from the front. This staircase will lead to the second floor and also to the basement. Halfway to the second store on the stair-case will be a lobby, or landing, for resting and meeting purposes, similar to that in the Granite building store. On the sec-end floor will be women's retiring and re-The five stories, each 231 by 200 feet,

The live stories, each 231 by 200 feet, will be occupied by the remil department. The remainder of the building will be devoted to wholesale purposes. The store will be ventilated by four Sturtevant fans, capable of changing the air in every part every three or four minutes. The building will be heated by steam, and equipped throughout with the saviabilities. The machinery will be in a sub-cellar, six-ty feet wide, running from Clinton avenue the entire length of the building. It will be about midway on the Clinton avenue front. The boiler room will contain three 300-horse power boilers, the dimensions of the room being forty by 115 feet. As shown in the illustration, the build. As shown in the illustration, the building will not only be very large, but will

In Aid of Commerce.

At the suggestion of the Chamber of Com-serce the railroad companies whose lines en r Rochester have been co-operating wit that body with the view of attracting busi-ness and manufacturing enterprises to this in a general way, the method adopted for the agents of the rallways to send to ceretary Iven the names and locations of anufacturing plants, on the several lines, to location of which, for any reason it is the companies differ in details, all are co-operating with the chamber 2 Try 3/14/eq

Mr. Ives' Barge Canal Book.

Secretary ives has just completed a book of about 500 pages of newspaper elippings relative to the barge canal,

-/ terred go 1 % John M. Ives Has Complete Record of Opposition to Barge Canal.

Secretary John M. Ives, of the Chamber et commerce, has recently compiled a unique crap book of 350 large pages. It is a history of the opposition to the barge canal project Mr. Ives's book contains, so far as is known, every newspaper afficle that discles have been arranged according to date, and each of the \$50 pages is crowded with printed matter. The ellppings run from newspaper squibs of a few lines, to articles of several columns each.

This is probably the only complete record of the campaign against the improvemen will be preserved in the library of the Cham-

ash. 12.0 ROCHESTER DEMOCRAT

Mallions in Duitalina

Sibley, Lindsay & Curr Company's but		0,000
Rochester Trust and Safe Deposit Com		0,000
Rochester German Insurance building		0,000
Sibley estate building, Main street eas		0.000
Strong building, with site, Mill, State ar		0,000
Fahy building		KOO,O
Bausch & Lomb building	10	0,000
Sibley estate building, with power plant,	North Water street, 8	0,000
Stein-Bloch building, St. Paul street	T	5,000
Empire Theater, Corinthian street	· · · · · · · · · · · · · · · · · · ·	5.000
Pullman building, Allen and Sophia str	rols, i	5,000
Catholic Home for the Aged, West Side	houlevard	0,000
Ioly Rosary Church and school, Lexing	on avenue	0,000
Jutler building, Main street cast	25	5,000
Elm street building, for John C. Agnew		2,900
St. Andrew's Seminary, Frank street		0,000
500 dwellings, at average cost of \$3,00	0 1,500	1,000
Other buildings	1,000	0,000
Total		0000

ITS HISTORY IS MADE: LEGISLATURE QUITS

While the Passage of a Few Weighty Bills Have Marked the Session of 1904, It Will Be Remembered Chiefly for What It Did Not Do.

EDUCATIONAL BILL THE MOST IMPORTANT

Governor's Recommendations in His Message Have Claimed Only Partial Attention, His Most Prized Canal Scheme Being Given No Consideration at All---Judges' Pension Bill Dies Natural Death.

JEROME ANTI-GAMBLING BILL A FEATURE OF SESSION FROM A STAFF CORRESPONDENT

WHAT GOVERNOR ODELL RECOMMENDED IN HIS MESSAGE.

Extend canal advisory board's life.

Appointment of canal appraisal That counties be asked to purchase pro rata amounts of the barge canal

bonds.
4. To give the regents' control of all academic schools and other grades to the state department of public instruction.
5. To purchase more lands for the Adirondack and Catskill parks.
6. To remove Randalla island. House of Refuge to a rural site.
7. To crect a central state prison for the confinement of prisoners sentenced.

8. Liberal appropriations for good roads.
9. Referendum legislation on home rule for cities.

they allow any portion of this route to be occupied by the inferior barge canal blocking deep waterway development there on the only route feasible and wholly on the only foute trastile and whom, american. And as the canal referendum merely authorized an expenditure of 2101,-000,000 on the part of the state for waterways, at least 12 feet deep and with minimum widths, of 75 in made canal and 200 the United States board to be about \$20 000,000; now by such co-operation, by a Federal contribution of about \$100,000,000, or half price, by reason of the act and under-taking of the state of New York; and the state of New York at no more expens will have all the bargeways it contemplated and a better deep waterway over the com-mon route from Ontario to the Hudson

A little later he sald, "I'm expect

ing a man to-day." Later, a Scotchman appeared. He supposing he might have some milk contract or something. Mr.

Hill said to him as he entered, "What d

Hill said to him as he entered, "What do the English charge you for rails laid down at Yokahama?" and the man replied, and Mr. Hill said, "I will give you a price S under that and furnish you all the rails you use." Lafer in the day, he said to

his nephew, "Boy, you look out toward Chicago. You'll see the smoke coming out of those chimneys and the workmen happy again, and we've got to get the road

ready to do the business." This is the kind of man that makes the country and he is delivering flour in Japan to-day at a rate of ten barrels of flour per ten miles

Incidentally he told us—which nobody knew before—how the Lackawanna Steel company came to Buffalo. He said, "One of my sons and young Scranton were talk-

ing and my son showed him that he couldn't afford to keep it in Scranton and took pencil and paper and showed him that it would cost a million and a half a

ear in extra freight;" and he added. "

was just two boys talking did it. It wa all a question of transportation."

Mr. Rogers of the rival steel plant, situate below this proposed canal.

This was emphasised in the brief talk of

dollars or even cents or even mills, bu more like fractions of mills. Whether th

factory runs or closes; whether the far work is at a loss or at a profit; whether

and whether as states and as United State we are prosperous or the reverse; an whether we achieve world supremacy of

mly a few of us bear the burden of this

from what I have outlined and that is, u less the state of New York is to adopt

less the state of a suice of the said of t

waterways of the Niagara way and effecting these in the common Oswego-Mohawk route from On-tario to the Hudson. And that the lake

territory will be equally shortsighted should

as he said, "for a copper cent."

with which they devetall. The time is to act now and earnestly. John A. C. Wright. Washington, March 20th.

SPEAKERS ENGAGED FOR BANQUET NEXT WINTER Secretary Cortelyou and Senator Spooner

Have Accepted Invitations from Chamber of Commerce. At the March meeting of the Chambe of Commerce trustees yesterday atternation, a communication was received from the Buffalo Chamber of Commerce relative to Senator Armstrong's bill prohibiting the selling or carrying of firearms to or by persons under 18 years. The Buffalo members are opposed to the bill. The trustees referred the communication to a communication to a communication to a communication.

The matter of a Carnegie library Rechester was brought up. It was learned that Mr. Carnegie had offered to give a library costing \$750,000 to Detroit, on the pledge that the city would spend \$72,000 a year for its support. The city council vetoed the proposition and the question will be submitted to the people.

will be submitted to the people.

The trustees granted permission to two cations to use its rooms as co vention headquarters in June. The Daughters of Pecahontas will hold a state day, and Thursday June 14th, and 16th. There will be at least 150 delegates present. The International Hahuemann Association of the United States and Canada is to meet here June 27t and 29th, and will attract 100 dele

gates.
The Chamber of Commerce of St. Paul, offered to exchange courtesies with th chamber, and the offer was accepted. The commercial bodies in all parts of the country are adopting a plan by which members may enjoy when away from home the same privileges they have at home.

It was announced that Secretary Cortelyou and Senator Spooner had accepted invitations to speak at the next dinner of the Chamber of Commerce. The date will be fixed to suit their convenience.

A report was received from the chamber's committee on the barge cards route and the trustees were advised that chamber's characteristics were advised that the Common Council Committee and their own committee had been requested to agree on a route for the canal through

who, he said, always kept the operating sheet of the Great Northern on his desk, and studied it, and he told on one occasion mills down in Chicago have stopped. There is no smoke coming out of the chimney and the workmen are idle. We must change

mission comes here.

The following firms and citizens were admitted to membership: Miller & McIntyre Machine Manufacturing Company, Slocum & Wallace, Arnold Empey, Fred G. Beach, E. B. Putman, Z. F. Westervelt, Frank S. Barons, K. A. Luther and Wolfert Brothers.

Chamber of Commerce To Fix

TRUSTEES' MONTHLY MEETING

State Authorities To Come Here in a Few Weeks To Decide Point of Crossing Genesee River - Farmers and Country Business Men To Be

merce at their regular monthly meeting yesterday afternoon possed a resolution asking the two committees which were appointed some time ago-one by Mayor Cutler and the other by the chamber, for the purpose of representing the sentiment of the city against plans made to dig the new barge canal through either Seneca Park or Genesee Valley Park—to get towill meet with the wishes of all Roches terians before the state commission which has the flual disposition of the

and farmers in the nearby towns of Mon-roe and other counties. Mr. Ives sug-gested that the members who were thur admitted should not be obliged to pay a

admitted should not be obliged to pay a heavy an initiation fee or as large due as the regular members of the chamber. The increased interest such a membership would bring to the aid of the work of the chamber and the many advantages that business men in surrounding towns might gain from an associate membership in the organization were all explained in considerable debat by Mr. 1988.

owns in this region.

Mr. Ives read a letter from the Euffalo Chamber of Commerce about Sena-tor Armstrong's bill at Albany which is intended to prohibit the sale of firearms to boys under 18 years of age. The bill-was given a hearing last week, it pro-poses that even toy pixtols cannot be sold to boys under 18 years of age. The measure was designed for the purpose of preventing Fourth of July accidents and to keep dangerous weapons out of the hands of young orthinals. The Buffalo claimber opposes the idea. It asked the

rend a long letter he had received ex-plaining the whole matter. White the Common Council of Detroit has releated the offer the question later on is to be submitted to the people. The offer was rejected because Mr. Carnegic imposes one condition. If the city accepts the gift it will have to spend 10 per cent of the amount of the bequest every year in the multitenance of the illury. This would make a constant expanse to the city of Detroit every year of \$75,000. On

WHAT THE LEGISLATURE DID.

Passed bills carrying out recommendations 1, 2, 5, 6, 8 and 10, Did not respond to No. 3.

Abolished the state department of public instruction and created a state bureau of education to which has been transferred most of the powers and duties heretofore exercised by the Board of Regents and the state department.

MOST IMPORTANT LEGISLATION OF 1904.

Educational unification bill.

Appropriation of \$250,000 for a state agricultural college at Cornell university, Extension of life of advisory board of canal engineers until the barge canal Creation of an appraisal commission to negotiate directly with owners of

lands needed for the barge canal.

Granting of limited home rule to New York city.

Appropriation of \$200,000 to purchase additional lands for the state park in the Adirondacks and \$50,000 for the Catskill park.

Appropriation of \$1,500,000 for good roads.

The Jerome gambling bill.

IMPORTANT BILLS WHICH FAILED.

Judges' pension bill.

Judges pension that.

Teachers' pension bill.

Half a dozen street rallway grabs.

Creating a commission to revise the statutes of the state.

The Frawley bill to legalize sparring exhibitions under the direction of a

The Davis-O'Neill bills to codify the voting machine laws.

Albany. April 15.—Wille the legislature of 1904, which adjourned sine die at

A desperate attention 2 o'clock this afternoon, will be remembered chiefly for what it did not do still

it has some important legislation to its First of all, it passed the educational unification bill which its friends say will result in great improvement in the educational system of the state and which its opponents say will prove even a more disturbing measure than the old plan. The bill transferred the executive powers heretofore exercised by the department of public instruction and the Board of Regents, to a commission of education, elected by the legislature for a term of six years and reduced the Board of Regents from 19 to 11. The legislature elected Dr. Andrew S. Draper as the first

er of education and he as-

sumed his duties on April 5th. The legislature has passed three bills to supplement the barge canal law of 1903. The first extends the life of the advisory board of engineers until the canal is completed. The second authorizes the governor to appoint a commission sion of three members to negotiate di rectly with owners of property needed for the canal enlargement while the third regulates the powers of the state super-intendent of public works regarding the installation of electrical towing appara

tus on the canal.

By a concurrent resolution of Senato Lewis, a legislative commission has been created to investigate this latter propo-sition and report to the governor and legislature of 1905.

In the governor's hands is a bill to appropriate \$250,000 to build and equip

an agricultural college at Cornell. This bill is opposed by all the smaller uni-versities of the state but it is backed by all the farmers' organizations in the state and will receive executive approval

probably.

For the first time in several years the legislature has made appropriations for purchase of additional land for the state parks. An appropriation of \$200,000 is made for the Adirondack park and \$50,000 for that in the Catskills.

Bills were introduced in the legislature to pension judges and teachers. The first was the occasion of spirited and acrimonious debate in both branches of passed in the assembly, but was held up in the senate after a caucus of the re-publican senators had declared against

Later on Senator Brackett introduced a similar bill and had it referred to the judiciary committee, of which he is chairman. Senators Brackett, Davis and Hill ignored the caucus decree and voted to report the bill favorably,

This fact brought on one of the most acrimonious debates heard in the state senate in recent years. Senators Raines and Malby made speeches in which they attacked the bill and scored their col-leagues for bolting a caucus decree. The bill passed the senate, however, by the otes of the democrats who sided with

Brackett and his olleagues.

The assembly committee on rules, however, refused to report the Brackett hill and H died a natural death.

able debate and much bud blood was "Jerome gambling bill" so-called. Un-doubtedly the power of the press induced the passage of this bill, because nearly

There was a number of bills intro duced which would have conferred val-uable privileges and franchizes on bicorporations. Most of these failed o passage but the Ningara and Lake On-tario power bill, in which many persons think they foresee the corporation which will be the Northern Securities company of the electrical troiley light, heat ampower trust of the Empire state, is in the governor's hands, while the "East river gas grab" is awaiting action at the hands of Mayor McClellan, of New York

which will create a permanent commis-sion of state officers to take steps in regulate the flow of the rivers and streams of the state so as to prevent recurrence of the flowers and freshets of

of Commerce committee. Mr. Barnard

To feel-some valuable official data regrets

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So then t

sparring exhibitions of not to ex

permit sparring exhibitions of not to ex-ceed fifteen rounds, under the direction of a state commission. In order to catch the rural legislators it was proposed to give a certain portion of the receipts from these exhibitions to the agricul-tural societies of the state, but the bait did not take.

nd not take, An attempt to legalize Sunday baseball playing also failed. The legislature decided practically to

The legislature decided practically to abundon the House of Refuge, on Ram-dalls island and to establish a new justitution in a rural locality, as is proposed to be done with the State Indus-

A number of constitutional amend

ents was proposed looking toward a aution of the congested conditions of

idoption in the general election in

There was the usual number of pe

of bills of interest only to the localities

All in all the legislature of 1904 might have made a worse record.

APRIL 16, 1904.

BARNARD FAVORS

SOUTHERN ROUTE

Assistant Superintend-

ent of Public Works

on Canal Route.

WEST SIDE SPUR

Important Letter to Hon, Henry

C. Brewster of Chamber of

Commerce Committee.

OF COMMITTEES MONDAY

Mayor Cutler issued yesterday a call

for a conference to be held at his office Monday afternoon at 3 o'clock of the lo-cal committees to study the maps and

Engineer Fisher for the barge canal routes. Blue prints of the three routes and a profile of the northern route that

has never before been surveyed, have been prepared for the use of the joint committees appointed by the Common Council and the Chamber of Commerce.

At this conference the local represe

tatives will try to reach an agreement that shall be presented on the following

week to the state engineers who are coming here. This conference is one to

and there will probably be some division

Houston Barnard, who is assistant su-perintendent of Public Works, western

division, with headquarters at the

MAYOR CALLS CONFERENCE

did not take.

the fall of 1905.

This communication will naturally stir p considerable discussion at the confer-nce, as there has been much opposience, as there has been much opposed to manifested to the southern route, owing to the fact that it will cut Genesee Valley Park. The park commissioners have been specially opposed to it for this reason, and it is thought the city officials have somewhat inclined to the northern route, which is adversely compared by Mr. Barnard. nted on by Mr. Barnard.

cation will naturally sti

Following is Mr. Barnard's letter to Mr. Brewster on the subject: "I beg leave to submit briefly for the notions anent canal improvement, as re-lated to the city of Rochester, as they occur to one who, for sometime past has been associated with canal interests and has had opportunity to observe cana conditions generally. No question of general canal policy enters into the pur-

sumed that the barge canal, constructed substantially upon lines laid down in the referendum measure, will be a reality of he immediate future.

the immediate future.

"The determination of a route or location, most advantageous to Rochester depends upon certain governing considerations of which there are: First—Established business interests wholly or partially dependent upon canal facilities. Second—The establishment of new energy is a present of prospective canal erprises by reason of prospective can dities. Third-The least interfere with highway and railway traffic. Fourth—The least interference with property rights, public and private. property rights, public and private.

Fifth—The least danger from flood damage, Sixth—The effect upon the water
powers of the Genesee River.

"The principal business interests served
by the available.

y the existing canal are the sewer pipe idustries, lumber yards and box facories, stone yards, including paving ma-rials, the grain elevator and mait house a connection with the milling and brewig industries, and wholesale groceries and, for shipment from Rochester, the restles of the B., R. & P. Railway and he Lehigh Valley Railroad for the ansfer from rallroad to canal of at

the courts, especially in the first and sec-ond judicial districts, and it is probable that the legislature of 1905 will select one of these and submit it to the voters "One hundred and sixty thousand tons of freight are delivered in this city an nually by canal. These shipments ar quivalent to upwards of six thousand carloads of the various commodities handled; in other words, equal to thirty There was the usual number of pool bills, strike bills and freak bills which failed of passage, as usual. Then there were bills to amend the code of civil and criminal procedure; bills galore to amend the Greater New York charter and a raft arloads daily for the two hundred days of the navigable season. The saving to our local interests in freight payments varies from 20 cents to \$1.88 per net ton; in all, to something like \$80,000 annually. This amount capitalized at 5 per cent mounts to \$1,600,00, which, to some extent, is a measure of the investment value of the present canal to the city. The indirect benefits that accrue by res HERALD, SATURDAY, son of reduced railway rates, owing to canal competition, can only be vaguely guessed at. It is, however, the com experience of shippers that they procure a lesser railway rate between canal

> "The concerns using the canal which the most part, located in the western nance of the present canal into the city from the barge canal at South Greec to the Ohio Basin. This statement is based upon the expressed opinion of the greater number of the interests affected. The companies shipping coal and salt from Rochester express a desire to take advantage of the enlarged canal and would undoubtedly crect trestles at points where their respective railroads would intersect the main line of the

points than between points not so fa-

'It is generally admitted that the construction of a harbor for one thousand ton harges upon the site of the feeder at Mt. Hope Avenue would serve no useful purpose. There would be no adequate space available along this pro-posed appendix for dockage purposes, archouses, manufacturing establishits, or other industries of a character

The new canal should be so located s to provide advantageous sites along ts course for the location of new enerprises, and the location to the was nd south of the city offers the the location in that section of important industries, and the toute involves b

'Railroad facilities are essential t nearly all modern industries, and all the important enterprises using the canal for pinterials in bulk require the railroad for minor supplies and manufactured products. Thus may water transportation, although regarded in the light of increase the business of its rival rail

"The southern route will tend to de velop the city in that direction, while any route to the north will not only finit the city's growth toward the lake, decrease the values of the residence property in that direction, but offer limited opportunities for the future estimited opportunities for the future es-tablishment of manufacturing enter-prises along its course. The southern route will benefit largely the bordering lands in the way of drainage and h-more likely to enhance the value of operty in that direction than oth

"The northern route bisects not

Central Library of Rochester and Monroe County

favor a fancied monumental structure of graceful lines and noble proportions, across the lower river gorge, he not mis-led, but let their conception picture a strous square steel box or fi multiple plers, imposing its ugliness upon the landscape, streams spurting from every leaking joint, its drip defii-

"Discussion has thus far mainly centered upon what might be terined the 'park issue.' The writer believes that, properly treated, the canal might be made an interesting and sightly feature of the park. He assumes that the preo the South Park location. If so, let all effort be concentrated towards procur-ing the next most practicable route—that to the south of the park—a route requiring but little modification of the preding but little modification of the prede-termined plan, and not inconsistent with the wording of the law governing the improvement. One of the determining factors in the original South Park location, may have been the proposed con-nection with the city by way of the feeder; with the feeder proposition elimi-

mated less opposition may be made to a route to the south of the park. "Some apprehension has been expressed lest the adoption of a southern route and the restoring of the old state dam to it; original elevation cause damage during periods of high water in the Genesee. No damage ever resulted to the city by reason of the old dam and any objection to its restoration by upper river in-terests could be avoided by providing at this point a movable dam or the adoption of the common plan of using flash boards that will permit the lowthe crest of the dam during periods of high water. It might even be practicable to lower the elevation of water surface of this end of the Lockport-Roevel, without greatly increasing the ve

locity of flow in the canal.

"It might also be practicable to make provision for discharging a considerable tume of the flow of the Genesee River through the enlarged canal into Ironde-quoit Creek by constructing suitable structures for the purpose at the latter stream, thus relieving the flow of water through the city during periods of high water, more especially previous to the opening of navigation in the spring, when such floods usually occur.

"There is not the least reason to be-

lieve that the state authorities will for themselves to any of the devices for the exploitation of hydraulic power features of the enlarged canal as a primal consideration. If an additional supply afforded the Genesee some of our most important industries will be a beneficiary, otherwise these interests, as well as the city, can justly demand compen-sation and a basis for water storage in the Genesee Valley will have been es

"Tonnage, as referred to herein, applies to the business of Rochester only, not to the territory within the jurisdiction of the Rochester office, as shown in

"Statements from nearly all of the large users of the canal in this city hav been procured, and these, together with abled me to put in form an analysis of which, perhaps, might be studied with profit before too hasty conclusions ar drawn. This detailed information available should the committee desire t make use of it."

D. 1900 TUESDAY, APRIL 19.

WILL RECOMMEND SOUTHERN ROUTE

AGREEMENT REACHED ON THE BARGE CANAL.

TWO SPURS MAY BE NEEDED

Chamber of Commerce and Council Committees Confer With Mayor. Canal Causes Profanity-Boulevard for Feeder Bed Suggested.

Committees appointed by the Chamber of

my afternoon for a conference barge canal matters in the office of the Mayor. After an informal discussion for about an hour, the committees reached a general conclusion that they favored the Valley Park. The details of the proposed spurs into the city will be taken up later, in time for the meeting with the Canal Advisory Board the latter part of this month. At the meeting yesterday there were present, besides the Mayor, Hon. Henry C. Brewster, William C. Barry, Rufus A. Shley, H. B. Hatbaway, A. B. Lamberton and City

Engineer Fisher. James W. Whitney of the Whitney Elevator and Warehouse Company, was also present and made several suggestions of interest concerning the caual. The City Engineer offered profile maps of the three proposed routes, called the northern, middle and southern routes. If the northern route were adonted, he explained, ern route were adopted, he explained the grade of several streets would have to be changed, and it would also cut through a fine residence section of Brighton. It would also necessitate the building of an immune across the lower river gorge near

Saugradi Espians 6, 210

Proposed Middle Roule, middle route would leave the line of esent canal at Goodman street and rough the Thirteenth and Fourteenth bridge, following the feeder to a point op-posite Brooks avenue, where it would cross the river. The southern route takes the count through Genesee Valley Park about 1,000 feet south of Elmwood avenue. The committees will recommend that it be carried south of the park property.

The question of spurs was discussed at some length, and there seemed to be no opscore length.

tion to the western spur, extending it e city slong the present line of the canal the Ohio basin at Allen street. Some of e committeemen also suggested that a our be asked for on the East Side, running own the present line of the feeder.

Mr. Whitney expressed the opinion that the canal would be a "fizzle" anyhow; that the grain dealers would not take chances on a center. on a canal for large shipments when the could use the railroads, which furnish a quicker and more responsible service. Mr Sibley suggested that a barge canal

such as was proposed would change prese conditions and furnish a reliable service. He thought better railroad facilities would fol-low the establishment of the barge canal, as the competition would be keener. Waterways Harmful to City.

Mr. Barry said that the city should get along with as few waterways as possible within its limits. They tend to cut up the city, he said, and make very undesirable s He said the idea should be carrie nether, and that rallroads should be com elled to enter the city on one line and have one onlon depot. With reference to the agreed to pipe it, and make a road. An deal boulevard to the Genesee Valley Park, with an entrance to Mount Hope cemetery, old be constructed here. There is nothing the city, he declared, that has caused ouch profanity as the canal. He argued that should be taken out a reasonable distance. It also suggested that the old castern wideters be filled in, making a fine residence From the general discussion which fol-

was agreed on the necessity for the wes Further discussion on the proposes burs will be had later. It was thought best becommend that the northern route was appracticable in view of the engineering obples, and that the best route would be south of Genesee Valley Park. Other de-talls will be agreed upon later. The Mayor said that as soon as he hears

from the State Engineer he will call another eting of the committees, when a formal communication to the Canal Advisory Board will be drawn up.

has decided to found an auxiliary mem-

bership composed of gentlemen living

in the surrounding towns and villages,

the initiation and annual dues to be

\$10, which is one-half the amount paid

by resident members. The benefits to

be secured by associate members are

noted as a better acquaintance with

business men of Rochester and sur-

rounding towns, the use of the chamber

of commerce rooms when in Rochester,

the use of a stenographer and tele-

phone free, an invitation to the annual

dinner of the chamber, the use of the

library and all reports, books, etc.,

sent out by the chamber. And we think

we'll add, the acquaintance of Secre-

tary John M. Ives, who used to be a

newspaper man and who is a live man

JOHN M. IUES, Secretary,

and a most genial companion.

The Rochester Chamber of Commerce is about to found an auxiliary member-ship and will invite some of the business men of Albion to join the organization. The initiation and annual dues will be \$10, just half the regular dues. The benefits to be secured by associate members are, a better acquaintance with the business men of Rochester and the surrounding towns, the use of the Chamber of Commerce rooms when in Chamber of Commerce rooms when i Rochester, the use of a stenographer an both telephone services free, an invita both telephone services free, an invita-tion to the annual dinner of the Cham-ber, the use of the library and reports books, etc., sent out by the Chamber, Rochester Chamber of Commerce Hanching
Holley Strender of Com-

merce at a recent meeting decide found an auxiliary membership co sisting of citizens of surrour towns and villages. The membership fee and annual dues for these auxiliary members is \$10, one-half the amount charged resident members. The benefits to be secured by associate members are, a better acquaintance with the business men of Rochester and the surrounding towns, the use of the Chamber of Commerce rooms when in Rochester, the use of a stenographer and both telephone services free, an invitation to the annual dinner of the Chamber, the use of the library and all reports, books, etc., sent out by the Chamber.

Rochester, N. Y., 504.

Rochester Chamber of Commerce:

Dear Sig:-You are hereby authorized to present my name to the Rochester Chamber of Commerce, for membership and 1 agree to pay, when requested, the associate membership fee of ten dollars per annum Yours truly.

Hovery & Mambers Times 4/2, of the Rochester Chamber of Commerce it was thought advisable to found an auxiliary membership composed of gentlemen living in the surrounding towns and villages. The benefits to be secured by associate members are a better acquaintance with the business men of town and city, the use of the Chamber of Commerce rooms, the use of stenographer, free use of both telephones, an invitation o the annual dinner of the Chamber, the use of the library and all reports, books, etc., sent ont by the Chamber. The initiation and

annual dues are to be \$10, which is but

one-half of the annual dues paid by mem-

ter. A list of names of such as would be

likely to join will be proposed for mem-

bership at the next meeting on April 28.

Will those interested kindly notify this

office at once.

bers of the Chamber residing in Roches

Want Rural Business Men as Associate

Do You Wish to Become a Member : At the last meeting of the Trustees of the Rochester Chamber of Commerce, it was decided to found an auxiliary membership, composed of gentlemen living in the surrounding towns and villages; the initation and annual dues to be \$10.00, which is but one-half of the annual dues paid by members of the Chamber residing in Rochester. The benefits to be secured by associate

members are—a better acquaintance with the business men of Rochester and the surrounding towns, the use of the Chamber of Commerce rooms, when in Rochester: the use of a stenograper and both telephone services, all free of charge; an invitation to the annual din-ner of the Chamber, the use of the library and all reports, books, etc., sent

ut by the Chamber.
All business men of Caledonia and surrounding villages, who wish to avail themselves of this privilege, should address Mr. John M. Ives, Secretary of the Chamber of Commerce, Rochester, at once.—Caledonie Advirtury,

Rochester Chamber of Commerce.

resident, THOMAS B. DUNN. second Vice President, GEORGE F. ROTH

Third Vice President, ROBERT A. BADGER.

ROCHESTER, N. Y., April 21, 1904.

Ilm South Tairport, my DEAR SIR:

At the last meeting of the Trustees of the Rochester Chamber of Commerce, the question of admitting gentlemen from surrounding towns to membership in the Chamber was brought up, and after discussion was adopted

The Rochester Chamber of Commerce was founded to assist and foster trade and commerce; 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.

The consensus of opinion was that there is not as much friendly intercourse between merchants and manufacturers of the city and surrounding towns as there should be, and for this reason and for the further reason of mutual protection, it was decided to Rochester, the initiation and dues to be but one-half of the regular initiation and dues paid by residents of Rochester. The regular initiation and dues is \$20 annually, but to associate members it will

You have been selected as one to whom an offer of membership in the Rochester Chamber of Commerce is extended, and for such purpose a card is enclosed. If you will kindly sign and return same, it will be presented at the next meeting of the Trustees,

which takes place on the 28th inst. On election and payment of dues you will be presented with a handsome certificate of membership which can be framed and hung in your place of business.

It is hoped and believed that very many business men of the towns surrounding Rochester will deem it to their best interest to belong to the Rochester Chamber of Commerce, as it will give them not only the benefits of the Chamber, but a place in which to meet friends while in Rochester, the use of a stenographer, the Bell and Home telephone service, all literature sent out by the Chamber, an invitation to the annual dinner and a quiet place in which to take advantage of the library.

On application, a letter of introduction is given members visiting other cities, stating that the bearer is a member of the Rochester Chamber of Commerce which secures many advantages in other Chambers and Boards of Trade with which the Rochester Chamber is affiliated.

Please sign and return the enclosed card at your early con-

Yours very truly.

The Rochester Chamber of Commerce, at a recent meeting, decided that there was not the friendly intercourse between merchants in Rochester and the surrounding towns desired. The Board of Trustees at its last meeting decided to make associate members of the Chamber of such gentlemen as might be chosen for membership at a price one-half of the annual initiation and dues, which is ten dollars; the regular initiation and dues being twenty dollars.

The associate members will have a vote the same as the members in Rochester and will enjoy all the benefits of the Chamber. Out of town members will find the Chamber of Commerce a delightful place in which to spend a quiet hour when in Cochester or to talk over business. They will also be given the use of a stenographer, the Bell and Home telephone service, all literature sent out by the Chamber, an invitation to the annual dinner and furthermore will receive a handsome certificate of membership.

On application, a letter of introduction to other Chambers of Commerce and Boards of Trade, with which the Rochester Chamber of Commerce is affiliated, will be given, and which will be of much benefit to the holder- nework limon

WATER POWER DEVELOPMENT.

Plenty of Capital To Utilize Power Plenty of Capital To Utilize Fower
When New Merger Plans Go Through.
In addition to the formid statement
made in The Herald yesterday by A. H.
Harris regarding the proposed merger of
the lighting and street railway companies as soon as the plans could be avranged, Mr. Harris made this supplemental statement yesterday;
"In the event of the completion of these
plans, arrangements will be made for

plans, arrangements will be made for such additional capital as will secure for both the Rochester Gas and Electric Company and the Rochester Railway Company the fullest measure of usefulness and development of their capacity. That is all I can say at present."

Two-thirds of the stock of the Rochester Company Co

ter Gas and Electric Company and a con-trolling interest in the Light and Power Company are in the hands of a syndi-cate, composed of Granger A. Hollister, Hon, Frederick Cook and A. H. Harris. The Clark syndicate will furnish the capital for the development of these interests, and the supplemental statement of Mr. Harris indicates that much may be

FRIDAY, APRIL 29,

COMMEND PLANS FOR WATERWORKS

ACTION OF CHAMBER OF COMMERCE TRUSTEES. Democrat EXCLUSION OF CHINESE

Resolution Asking Government to Admit Merchants and Tourists. Flood Damage Committee-Associates Elected for the First Time.

At the April meeting of the Chamber of Commerce trustees yesterday afternoon resolutions were adopted indorsing the Mayor's plans for improving the city's waterworks system. President Thomas B. Dann was in the chair and there was a large attendance of the trustees. They were manipuous in adopting these resolu-

provements of the city's waterworks, suppiementing the operations which have already been commenced by the City Engineer,
under the Mayor's direction, for doubling
the capacity of the Holly works.
Hesolved, That the Board of Trustees of
the Rochester Chamber of Commerce cordially Indorses and commends this prompt
and business-like action, and arges upon
the Common Council such early steps in the
matter of providing funds for this work as
were outlined in the Mayor's message presented to the Common Council at its meetling on Thesday evening, April 25th.
Hesolved, That a copy of these resolutions be transmitted by the secretary to his
Honor the Mayor, the president, and every
member of the Common Council, and given
to the press.

The first election under the associat membership rule, for the benefit of out-of-town merchants, was held, and the follow-ing were formally placed upon the rolls:

Brockport-ik. C. Shannon, capitalist; M.
A. Cleveland, contractor; H. N. Johnston,
merchant; W. H. Moore, shoe manufacturer.
Canandatgua-J. R. McLaughlin, president
Lisk Manufacturing Company; J. L. McLaughlin, vice-president Lisk Manufacturing
Company; L. A. Parkhurst, secretary and
treasurer Lisk Manufacturing Company;
William A. Comstock, Rochesier & Eastern
Rapid Railway; Comstock-Hadgh-Wallser

Bank.
Warsaw-W. J. Ballintine, hardware; W. J. Humphrey, banker.
Caledonia-Charles H. Root, treasurer and manage; Consolida-ed Wheatland Plaster Company; DeLancey A. Cameron, contractor and dender in building materials.
Henricita-William Newton, commercial fertilizers.

fertilizers.
Sodus Center—E. B. Mather, dried fruits,
Coal and brick lime.
Newark—S. F. Sherman, opera house.
Charlotte—Joseph Post, druggist.
Geneseo—T. F. Olmsted, cashler Genesee
National Bank.
Avon—S. M. Pease, president of Cleveland
Seed Company. Avon-S. M. France, Seed Company.
Seed Company.
Fairport-DeWitt C. Becker, banking;
Ffhomas F. Ashe, hotel.
Albion-Franklin Clarke, drugs and books.
Livonin-Louis Theo Prettejohn, produce
dealer and farmer.

Regular members from the city were lect | as follows: John Leader & Sons, to. 23 Arlington street: Fred H. Jones, to. 60 West Main street; J. E. Boyle.

Baker Theater.
Resolutions were passed urging the United States government to include in the Chinese exclusion act a regulation admitting Chinese merchants and tourists, and also joining with other chambers of amerce in urging Prince Pu Lun to hav his government appoint a commission to visit the United States for the inspection

risit the United States for the inspection of American industries.

Henry C. Brewster, chairman of the Chamber of Commerce Barge Canal Committee, made an informal report on the meeting with the Mayor and the progress made in the matters to be presented to the State Advisory Board next week.

Letters were read and several men appeared in person to complain of the apparent delay of the Adams Express Company in shipping goods from New England points. The chamber was asked to place the matter before the State Railroad Commission and Interstate Commerce Commission.

A resolution was adopted directing the resident of the chamber to appoint a mmittee of five to ascertain what further ensures can be taken to prevent damage om floods in the Genesce river, and re-testing the Mayor to appoint a similar amiltee to act in conjunction with these

t was announced that Mr. and Mrs. Me-It was announced that Mr. and Mrs. Mc-Clurg will give an illustrated lecture on "Empire of Colorado" at the next regular meeting of the chamber, May 9th, for the members and their families. This lecture was given recently before the Diplomatic Corps in Washington, Trinity College in Hartford, Museum of Natural History in New York, Smith College and Tremont Temple in Boston. From Rochester the McClurgs will go to the St. Louis Exthe McClurgs will go to the St. Louis Ex-

At the April meeting of the Rochester

Chamber of Commerce trustees, held asking the United States government to reinde in the Chinese exclusion act a gulation admitting Chinese merchants

It is gratifying to find influential bodies citizens like our Chamber of Commer aking an active interest in this question. As the Democrat and Chronicle has re pentedly shown, it is one which closely cerns the commercial prosperity of this

There is no noticeable demand for any relaxation of the law against the admis-sion of Chinese coolies and other laborers If there is to be any change in that mat er, restriction on immigration should be eased instead of diminished. Our gov nment might better put up the bar gainst the admission of large numbers of amigrants from other countries, as well as China, than take down those which nov shut out the hordes of Asiatics who would our into this country if there were no law against their coming. But it is or hing to shut out cheap Chinese labor and entirely different thing to subject rep able Chinese merchants, students an

The rudeness, discourtesy and indigniies the classes of Chinese above men-ioned have had to bear from American officials are a disgrace to our government. We are trying to extend our markets in China and to establish close commercial intercourse in that country of four hundred millions of people. We demand that our merchants, tourists and missionaries residing in or visiting China shall be treated while there with respect. Yet when the chiefs of great business houses in China and members of their families come into the United States we take their measure and pictures as if they were suspected criminals and they are lucky if they are not forthwith packed off to China

arists to espionage and insult by fed-

This is not only impolite and boorish, but foolish and destructive of our commercial interests in China. The action of the Rochester Chamber of Commerce should be imitated by commercial bodies throughout the country so that, when the new treaty or law shall be adopted, it will be made clear that it is not intended to exclude reputable Chinamen, but only the horde of laborers who, otherwise, would pour into this country in streams from China to take advantage of our superior labor market.

on the first steamer sailing after their ar-

Central Libration of the control of

ESTER COMMITTEES.

WILL BE HERE NEXT WEEK

Southern Route, With East Side and West Side Spurs, to be Suggestad to the StateOfficials-City'sCommercial Advantages Considered.

After a conference of the barge canal committees of the Chamber of Commerce and Common Council yesterday afternoon, the Mayor sent a letter to the State Enthe Mayor sent a letter to the State Engineer, stating that the committees would be glad to see him and the members of the Canal Advisory Board of the state on May 4th or any date thereafter at the board's convenience. The State Engineer was asked to advise the Mayor as soon

southern route, and, if practicable, carry it south of Genesee Valley Park. The southern route proper, as originally mapped out by the state engineers, goes through the park. This has been objected to by President Lamberton, of the Park Board, and others interested directly in

It is understood that they wanted argument in the committee meeting yesterday on this point. City Engineer Fisher said that if the canal were carried through the park it would be forty feet below grade, would be properly bridged, and, so far as could be figured out, would be set derivatively whatever to the park. If so far as could be agured out, would be no detriment whatever to the park. If it did not take this route, it was said that the engineering obstacles might be such as to put the canal three or four-miles south, which would be too far away

The committee was manimous on the ition that Rochester should have all the commercial advantages that the canal will afford. It any of these advantages would be taken away by removing the mal south of the park, it was the ion of most of the committee that that feature should not be insisted upon. In other words, it will be business before pleasure; commercial advantages before

Assistant Superintendent of Public Works Barnard had pointed out to the committee in a letter to Chairman Brew-ster, that the canal would in no way mar ild be allowed to tie up in the park, and as it would be below grade there would be fine walls of masonry, spanned by bridges, no docks, no towpath, no

The committee was also agreed that the The committee was also agreed that the canal should take no water from the river and thus reduce the power that Rochester naunfactories get from the Genesee. It is understood that the committee will buggest that there be two spurs from the main canal entering the city, one on the West Side, entering the city by the presoute of the canal from West Greece far as Allen street, and the other on e East Side, its exact location not de-ded upon. The East Side spur may go as far as Monroe avenue, using the east ern widewaters as a harbor, or it may come down alongside the river in the bed

of the feeder The canal board will be asked to drain the dead ends of these spurs by means of pipes in the bed of the present canal as far as the river, these to be covered up,

The committee did not formulate any definite recommendations yesterday for the reason that the members desire to talk the whole matter over with the canal board on its arrival in Rochester. It was admitted that there may be engineering dif-ficulties not known to the local authori-ties. These, of course, will be all brought out at the conference next month.

ENLARGES SCOPE

Chamber of Commerce Elects Several Associate Members.

Heraed, apr 29,1904 Business Men of Nearby Towns Ad-

mitted at Half Rates - Trustees Held Regular Meeting and Took Action on Several Matters of Local and National Interest.

The membership of the Rochester number of Commerce was increased by new members at the regular meeting r trustees held yearerday afternoon. Of his number three tre from Rochester. as follows: John Leader & Sons, livery-men, 23 Arlington Street; Fred H. Jones, frames and mouldings, 60-62 West Ave-nue; J. E. Boyle, manager of the Baker Theater.

Thirty-two members from nearby towns were voted into associate membership. The trustees, at their preceding meeting, voted to enlarge the membership, and in-structed Secretary Ives to write to sevsociate membership at half rates. The purpose sought was to promote more

and manufactures and, further, to attain rounding forms and, further, to attain mutual protection. A large number of letters were sent out, and in report the le

W. H. Moore, shoe manufacture, Brock port; J. R. McLaughlin, president, J. I McLaughlin, vice president, L. A. Park hurst, secretary and treasurer of th Lisk Manufacturing Company, Canan William A. Comstock, Bechesiv laigua; William A. Comstock, Rochester & Eastern Railway, Comstock, Haigh, Wallser Company, Canandaigua; G. N. Hawley, merchant, Webster, George Halauer, of J. W. Hallauer & Sons, export ers and manufacturers, evaporated appl product, Webster; E. E. Fraser, mer chant, Hilton; Henry Opperman, general store, Hilton; William H. Bowman, druga store, Hilton; William H. Bowman, drugs and groceries, Palmyra; Charles A. Ses-hions, coal, produce and fruit, Palmyra; George G. Roe, merchant, Clyde; George H. Hoyt, treasurer Clyde Glass Works, Clyde; G. C. Branch, farmer, Mt. Morris; H. E. Brown, cashier Genesee River Na-tional Bank, Mt. Morris; W. J. Ballintine, bardware, Warsaw; W. J. Humphrey, hardware, Warsaw; W. J. Humphrey, banker, Warsaw; Charles H. Root, treasurer and manager Consolidated Wheat-land Plaster Company, Caledonia; Delancey A. Cameron, contractor and dealer in bullding materials, Caledonia; William Newton, commercial fertilizers, Henriet-ta: E. B. Mather, dried fruits, coal and brick lime, Sodus Center; S. F. Sherman opera house, Newark; Joseph Post, drug-gist, Charlotte; T. F. Olmsted, cashler Genesee Valley National Bank, Geneseo; Genesee Valley National Bank, Geneseo; S. M. Pease, seedsman, president Cleve-land Seed Company, Avon; Dewitt C. Becker, banker. Fairport; Thomas F. Ashe, hotel, Fairport; Franklin Clarke,

drugs and books, Albion; Louis T. Prette-john, produce dealer and farmer, Livonia. Chinese Exclusion.

The matter of extension of American trade in the Orient was discussed at length and a resolution was passed urging the United States government to adopt regulations excluding Chinese laborers from this country, but allowing the legally exempt Chinamen to enter this country without interference by the this country without interference by the authorities. The legally exempt class in ludes officials, merchants, students an

cludes officials, merchants, students and tourists. It is urged that Chinamen of this class be admitted to this country only on conclusive credentials from the United States officials at Peking.

The Chinese, as was stated at the meeting, have not the best of feeling towards this country at present, inasmuch as several of the legally exempticlass had been refused admission to the United States. In order to better the class had been refused admission of the United States. In order to better the feelings of the Chinese, the trustees voted to join other Chambers of Commerce in requesting Prince Pu Lun, a nephew of the Empress of China, who is at present in this country, to urge upon the commerce of the country to urge upon the commerce of the country to the commerce of the country to the commerce of the country to the count his government the appointing of commission to visit the United States The commission is to include representae citizens of China, who will be asked to come to Amerca, meet the foremost citizens, visit American factories and thus promote a better trade feeling. etary Ives was instructed to send a copy of the resolution to the Chinese am-bassador at Washington.

Barge Canal Route.

Henry C. Brewster, chairman of the hamber of Commerce committee apthe barge canal, presented an informal report, stating that the committee favors the far southern route and suggests a west side spur past the Whitney elevate and an east side spur, if one can posbly be built.

the matter of delay in shipments by the Adams Express Company received engthy discussion. Letters were read the company the lengthy discussion. Letters were read and several persons appeared at the meeting, urging that the chamber take some action to secure relief if possible by communicating with the general traffic manager of the company, the Interstate Commerce Commission and the State Railway Commissions of New York and Connecticut. It is claimed that since the company opened at office here, since the company opened an office here, express rates from New England have been higher than they previously were; also that express matter is constituted. been higher than they previously were; also that express matter is sometimes three days on the road. The reason stated was that the Adams Express Company ships freight from New Eng-land over its own lines to Philadeiphia and thence around to Rochester. Sep-retary Ives will address letters to the officials in hope of securing some relief from present conditions.

After considerable debate, the cham-ber adopted a resolution directing Presi-dent Dunn to appoint a committee of five to ascertain what fu n he taken to prevent damage from esee River and that Mayor be requested to appoint a similar committee to act in conjunction with following resolutions

"Whereas, His Honor, the Mayor, has presented to the Common Council pro-posals looking towards the immediate commencement of work on Cobbs Hill reservoir and the enlargement of that distributing mains of the Hemlock Lake water supply and other long discussed and much needed improvements to the city's waterworks system, supplementing the operations which have already been commenced by the City Engineer under the Mayor's directions, for doubling the

day evening, April 26.

"Resolved, That a copy of these resolutions be transmitted by the secretary to His Honor, the Mayor, the president and every member of the Common Council and given to the press."

Secretary Ives announced that the state convention of the Protective Home Circle is to be held in this city on May 10, 20 and 21. About 250 delegates will be present. The order has 400 members in this city.

It was announced that Mr. and Mrs Commerce on Monday evening, May the date of the regular meeting. Only the members and their families will be invited and admission will be free. This lecture has been given before the diplo-

CANAL MAY GO

Change of Sentiment Among Business Men on Committee.

AS SECOND CHOICE

Will Permit Canal Through Park Tather Than Force It Too Far South.

EAST SPUR TO WIDEWATERS APPROVED AT CONFERENCE

Two important matters came before the informal conference of the joint com-mittees on the barge canal route that was held at the Mayor's office yesterday any point, as it has been determined that no official report should be made to he state canal board next month

The local committee will simply make "suggestions" and consult with the en-gineers. This will avoid the presentation of a report on which the state of tantly in touch with the situation if they cannot get all they want the will take the best they can get, for th

centatively that the committee should present in this informal way a preference for the outer southern route that should carry the canal south of Gene Valley Park; also to ask for a west side the conference yesterday afternoon, developed that there was a strong dis-position on the part of at least a maagestion of taking the canal throu five miles south of the city who bester business interests would suf

Plan for East and West Spurs.

should be two spurs, one on the cas side as well as the west side. The cas Road Already the Stromberg-Car Company has established there one the largest manufacturing enterprises the city and is constantly increasing The Foster-Armstrong Pla company is also planning a consolidation of its various scattered factories in one large factory near the Culver Road other factories of lesser importance have togated there or are planning to go the

It is not anticipated that the east spur yould extend to the weighlock as orgi-

illy planned, when only one spur into ly was contemplated. If there is west side spur to extend to the Wh v clevator near Allen Street, this will available for the bulk of the down business of the city that is done or canal. So it is thought the east side or could stop at the eastern widewat-without crossing Monroe Avenue of the balance of the canal bed be-Monroe Avenue and Allen Street igh the heart of the city where of the inconvenient lift bridges are

the water that might follow, it there was a dead end of the canni, it is proposed that large culverts will run from each spur end to the river, for drainage purposes, These pipes could be laid along the bed of the present canal and could be covered so as not to interfere in any way with the abolition of the culverts would be no more a detriment than the cast side sewer or any other

From the time the fact was made knows

that it was proposed to run the barge can'd furous's Genesico V dley Park, there has been an apparently maintain or continent in

voted on by the people gast November, the ethal was to be taken through the park near Elinwood Avenue bridge. No repetal afrontien was paid to this provision before

After the people ratified the canal prope

After the people falling the cases some silion at the pairs and the large canal was goen to be inevitable, opposition to the park route became very strong. It will be somewhat of a surprise, therefore, to the radic to learn that at the informat meeting of the legal committee yesterday. Farmounded in accounting seed on, the possibility

or permitting the cancil to me through the pack after all was sectionly chiefder I as an atternative plan, in case a satisfic-tory regio could not be found immediately

Cuter Scuthern Route First Choice.

Later investigations had apparently con-vinced the prescrity of the Lawleess 75 B

The falls than fe mit the tun it is tan far to the far to the couthward, it was the part of wisdom to retain all the advantages possible from a minutes point of view by lettler it so through the couthward to committe will arge to the country of t

on. By the terms of the canal ;

Convention in May.

McClirg will deliver their illustrated lecture on the "Empire of Colorado," with 200 views, before the Chamber of Commerce on Monday evening, May 9, Temple, Boston; at Drexel Institute Philadelphia; Smith College, Northamp ton, Mass.; Trinity College, Hartford Institute and at the Museum of

Herald 91.29,190

At a former meeting, it was agree

Moreover, it was agreed that the

East Spur to Widewaters Only,

Barge Canal Crossing.

State Engineer Bond and the othwill reach Rochester this evening; to morrow they will drive about the city and inspect the sites suggested for the barge canal crossing, and on Thursday there will be a conference with the local committees and such business men o this city as desire to be hourd.

It is understood that the local commi-

tees under the direction of the mayo have come to the conclusion that a cross ing south of Genesee Valley park is most desirable; there have even been intimatween that crossing and one directly through the park. A few weeks ago there was very strenuous opposition to the park crossing: it would ruin the park, we were told; the loss to the city would be a million dollars at least, and while the work of construction was it progress the park would be a desolauln; but now we are told what a splen did addition a barge canal would be, how ie banks could be beautified, and the anal be made a great attraction! It difficult to understand how the opposition to the park crossing has been overcon but it now seems to be advocated by ome of those who were strenuously op posed to it a short time ago. The sentiment of a majority of the local commit-teemen, however, is for a crossing south of the park, and as matters now stand, a strong effort will be made to compel the doption of this route. That, however, yould be a monumental blunder, in ou

Rochester is now face to face with great crisis in her history; apparently the state authorities are ready to give is what we want, and it is for us to say whether we shall have a crossing tha will accommodate what little local canal business we have without damage or shail make an irreparable blunder.

doors? Is there anybody on the loca

committees who can give a good reas

It is conceded by everybody who ha

studied this question that the project

f crossing the Gensee river by mea

of a dam and a pool is full of dange

and difficulty. There are, indeed, some engineers who condemn the project most

emphatically and say that it is utterly

impracticable. They bring up engines

ing problems that are very hard to solve. Among them is the disposal of

the flow of water from the west-a co

stant crowding forward from Lake Eri

t gets to the Genesee? Another que

tion is the construction of locks stron

enough to control the flow of the river

crossing is feasible in times of norma

flow-what the "normal flow" of the

Genesee river may be has never been

doubt that there will be great difficul-

ties in times of unusual flow. Roch-

learning something of the power of the

river and visiting engineers who look

upon it now as it runs peacefully alone

of what damage the river is capable when it carries the surplus waters of

the Genesee valley to the lake. Our

local committees ought to tell the visi-

tors that the control of the river

time of flood is almost impossible, and

here. We have learned much by prac-

tical experience, and we ought to make

There are advantages in the northern

It seems to be entirely feasible; ther

would be a short connection with the business center of the city, and little

or no danger in time of flood. The apur

canal line would be shorter, thus saving

such to the state, and ample faciliti

could be afforded to all our business in

and costly engineering experiments

rests; and there would be no doubtful

The decision that must be reached

within the next few days will be of tre

nendous importance to Rochester, no

an indefinite number of years; and we

should come to a decision only after th

luring which no attention whatever

should be paid to the pleas of selfish in-

for a year or two but for many year

ssing that ought not to be ignored

ase of this knowledge now.

satisfactorily explained-but there is

through the park. The committee will dis-sert in, comes combern route, but so sur-veys have ever been made of this route and it connect to known build the engineers make their manestian whether it is prac-tical to the the could immediately south of the park.

If it is found to be feasible, that will undountedly be the route sole ted with the approval of the local committee and the state angineers. If it is not feasible to go south of the park without going four or Those who are advocating a crossing outh of the park propose two spurs to connect the city with the canal, one or the West side as far as Allen street and five miles to the south, then the majority of the local committee seem new disposed to waive what might be called a sentione on the East side as far as the widewaters south of Monroe avenue. But if mental objection in favor of the business interests of the city and will probably agree to the State Engineer's plans for a canal through the park. water transportation be a good thing the heart of the business section of th city? What sense is there in compellin a haul of two miles or so? Why compel the business men of this city to hau merchandise two miles by wagon wher it might be brought by water to their

why this should be done?

Argument for Park Route.

It is not expected this agreement will be unanimous, as A. B. Lamberton, president of the park commission, who is a membra of the committee, has been foremost in oposition to letting the canal bisect the park It was stated by one man who attended the secret conference yesterday that, while Mr. Lamberton did not agree to waive his ob-

lamberton did not agree to waive his objections, he was "open to conviction" and the question was freely discussed. The argument made in favor of a park cand, in case it is necessary to consent to the plan, is that such a canal will do very little, if any, real damage to the park, and that the objection is largely sentimental. The proposed canal is admitted to be a measure in any section of the to be a nulsance in any section of the structed at present, but the new canal will be more like a river, 125 feet in width. There will be no mules on the new canal, nor any tow path. The barges will be run by steam or electricity.

Canal Not Objectionable. The strongest argument in favor of a route through the park-as a last resortis that the barge canal will run forty feet below the grade of the park, so that all the bridges can be made stationary and as highly ornamental as desired. More-over, the canal can be practically hidden from sight by adorning its banks with trees and shrubbery, transforming it into a stream of water that would be by no

The city could pass ordinances to the effeet that no boats should be permitted to the up at any landing in the park or make any stops whatever. In these ways it is usged the disadvantages of the canal through the park could be minimized, so as to sake it not at all a nuisance and by feared before the details of the proposed plans were known.

Engineers Asked To Come May 4.

It was decided at the meeting yesterday that Mayor Cutler should write to State Engineer Bond, suggesting May 4 as the date for the visit of the canal engineers It is expected, therefore, that the conf ence with the state officials will be held ne day next week, in case next Wednes-

day is not acceptable.

Regarding the spurs into Rochester, there does not seem to be any serious dispute. I looks, moreover, as if the dispute between the state and local authorities on the main route of the canal that appeared almost irreconcilable at the outset would be com promised, so that an amicable agreement

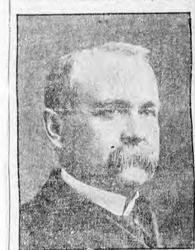
the local committees until the engineers come, as the decision not to draft a formal report renders another consultation

President Dunn of the Chamber merce has appointed the to net in conlanger from floods in the Genesee river; H. B. Graves, chairman; James E. Booth, STATE BOARD **COMES TO-NIGHT**

To Determine Barge Canal Route Around Rochester.

AN ITINERARY ARRANGED P. E. ____5.5.04 An Inspection of Routes To-morrow and a Public Hearing in Council Chamber on Thursday Are Planned.

City officials and members of the nittee are busy to-day preparing for the coming to-night of the state advisory board of engineers which is to spend tomorrow and Thursday in the city, with a view of determining the route for the proposed barge canal around Rochester A telegram, announcing that the engineers would come on here from Albany to-hight was received by State Senator Merton E. Lewis yesterday afternoon and the information transmitted to Mayor Cutler. The city canal committee, composed of Mayor Cutler, President Edgergineer Fisher and President Lamberton of the Park board held an informal con-



STATE ENGINEER E. A. BOND.

rence this morning with the Chambet Sibley, George W. Aldridge, William C. Barry, Henry B. Hathaway, Sceretary John M. Ives and President T. B. Duna arranging the litherary for to-morrow and Thursday. To-morrow will be devoted to an inspection of the proposed routes of the barge canal around the city. Thersday, beginning at 9 a. m., the stats advisory board will held a pubhearing in the Common Council amber that will be largely attended by

local shippers and others interested in canal transportation in this vicinity. President John N. Beckley, of the Toronto, Hamilton and Buffajo railroad, has donated the use of his private car to the members of the state canal board and the municipal committees. At 9 a. m. to-morrow the party will leave the New York Central station, going to lirighten; theme, by way of the Auburn road, to Pitsford; then, via the West road, to Pitsford; then, via the West Space, to Fairport and Newark. This will premit of a thorough inspection of proposed approaches of the barge canal into Rochester from the cast. The party will return to Rochester and an inspection may then be made of the proposed approaches from the west.

The Albany party will probably consist of Engineers Bond, Brackenbridge, Corthell and Symons. It is not known at what hour they will arrive to-night. They will be quartered at the Powers during their stay.

during their stay.

Assistant Superintendent of Public
Works Houston Barmard, in charge of
the western division of the Eric cand,
will make up one of the party of inspection to-morrow, In conversa with a Post Express reporter this me ing. Mr. Barnard called attention to the work which the canal officials are doing for the projection of the east wide of the city from floods. Last win nard recommended the appropriation of \$3,000 for the purpose of constructing bulkhouds of concrete at the point where the Leitigh Veiley raifroad crosses the conal feeder. The amount was secured the consent of Commissioner of Public Works Neville to rulse the highway in the vicinity. This work is also in pro-gress. The bulkhead is situated about three-fourths of a mile above Clarical street bridge. Mr. Barnard is negotia-ting with the Lehigh Valley railroad for

the construction of a second near Chropses street bridge, road will bear the expense of The coming of the state board of count engineers to finds sentiment apparently a route for the barge const of the city with a west side board of trustees of the (shippers have given similar

rests. It is the welfare of the city Post Express, Mary 3, por

MERGER OF GAS AND ELECTRIC, Scrapbooks Collection MAY 4, 1904. ROCHESTER RY., AND ROCHESTER HEAT AND POWER COMPANIES

All That Remains To Be Done Is to Secure the Formal Ratification of the Consolidation at Meeting of Stockholders of Former Corporation. If the New Corporation Develops Its Water Rights and Makes Use of Its Immense Resources, the City Will Have Better Street Car, Electric and Gas Services.

The most important financial deal ever transacted in Rochester has practically been completed. The merger of the Rochester Gas & Electric Company, the Rochester Light & Powe Company and the Rochester Rallway Company is already an accomplished fact. To be sure, the contracts e tered into by the large holding inter

The merger was brought about by Rechester Railway & Light Company. The merger of the Rochester Railway Company with this new company is to be accomplished, or has practically already been accomplished, by the latter's acquiring the controlling interst in the stock of the street rallway ady controls two-thirds of the entire stock of the Rochester Gas & Electric stock of the Rochester Railway Com-

The capital stock of the Roches Railway & Light Company will be \$2,000,000 of preferred stock, which may be increased, under certain stipulated conditions, and \$6,500,000 of common stock. An issue of first consolidate mortgage 5 per cent. bonds to the amount of \$16,000,000 will be author-

future of the city of Rachester can no the deal are sincere and really mean is to the things they promise to do it their circular letter, then Rochester will become indeed the Power City second to none, except Niagara Falls, in America. It will mean a better street railway service, both in the city and vicinity, and better gas and elec-tric service. Rochester has long needbe their intention to satisfy the need. Prominent business men declare that the names of the men who promoted the merger should be sufficient guarantee that they intend to deviconsolidated properties to their full extent and if this is done it will be of in estimable benefit to the Flower City.

Owns Important Water Rights.

mable water rights of the River. It owns the outlet of Silver Lake emptying into the Genesse River et Mt. Morris, important water rights at the outlet of Conesus Lake, the water power on the river at Gen Within the city of Rochester the

Rochester Gas & Electric Company owns the entire Lower Falls, all but a few of the water rights at the Middle Falls, 41 out of 78 full water rights on Brown's Race and all the rights on the east side of the river at that point. In addition it owns seven first rights and 11 1-2 second rights out of 18 full rights and 32 second rights on the Johnson & Seymour Race, fed from the pondage above Court Street dam. On the Car-roll & Fitzhugh Race the consolidated mpany from the Rochester Gas &

Mr. Aigher's Statemen

While the installation of the Rochester Light & Power Company is much smaller than that of the Rochester Gas & Electric Company, its franchises are desirable, as they extend through out the city. When seen last evening, George W. Archer sald:

entire good faith and integrity of the men who are on this contract. To names are a sufficient guaranty they will conserve the interests stock and bondholders of all th panies concerned, and that is simp other way of saying that they wil serve the interests of the public.

To the Stockholders of the Rochester Gas and Electric Company: A plan has been outlined for the con-A plan has been outlined to the con-solidation of the Rochester Gas and Elec-tric Company and the Rochester Light and Power Company, and for the acquisition by the consolidated company of a controll-ing interest in the stock of the Rochester Railway Company.

The capital and funded debt accounts of

ROCHESTER GAS AND ELECTRIC CO. TOTAL ROCHESTER LIGHT AND POWER CO. \$125,000

to be Rochester Railway and Light Company.

Its capital stock will be \$3,000,000 of the capital stock will be \$3,000,000

preferred stock (which may be increased as hereinafter stated), and \$6,500,000 of common stock.

An issue of first consolidated mortgage

An issue of his consolidated morisage 5 per cent, bonds to an amount not exceeding \$16,000,000 will be authorized, which will be used to retire the present funded debt of the Rochester Gas and Electric Company, to take up the preferred stock of that company at 120 per cent and its company at 20 per cent and its company at 20 per cent, and its common stock at 110 per cent. Provision has been made for the sale of \$500,000 of these bonds at par and accrued interest, and the balance will be reserved for future requirements of the consolidated company.

The bonds of the Rochester Railway and Light Company will be appropriated as fol-lows:

lows:
To take up the Gase and Electric
Preferred stock at 120. \$2,832,000
To take up the Gas and Electric
common stock at 110. 2,865,000
To be sold for eash. 500,000
Trusteed against funded debt of
Gas and Electric Co. 6,230,000
Trusteed for future requirements. 4,073,000

Total authorized issue.....\$16,000,000

The mortgage will be so drawn as to safeguard the issue of bonds trusteed for future requirements, and provision will be made by which all after acquired stor and property against which such bonds are issued shall be brought under the lien of the mortgage. There will be a probonds shall be issued against betterment the sum of \$750,000 upon betterments and permanent improvements to its own property, and that no part of said bonds so trusteed shall be issued against better-

ments or permanent improvements made by the use of said \$750,000. The honds are to be secured by a first consolidated mortgage upon all of the franchises, real estate, plants, etc., of the con-solidated company, and by a deposit as ad-

ditional security, with the trustee, in pledge, of a majoirity of all present and future issues of Rochester Railway stock.

The bonds will mature in fifty years, but will be redeemable on any interest day and on ninety days' notice at 110 per

Stockholders of the Gas and Electric Company, who so desire, may receive the preferred stock of the consolidated com-

pany instead of bonds on the basis of 120 per cent, for both preferred and common stock of the Rochester Gas and Electric Gompany. The amount of the preferred stock of the consolidated company will be increased to such an extent as shall be necessary to provide preferred stock for Gas and Electric stockholders who shall elect to take it instead of bonds, and

the amount of bonds set aside for them shall be added to the amount trusteed for

future requirements.

The bonds of the consolidated company will bear interest from July 1, 1904, at 5 per cent, per annum, payable semi-annually. They will be coupon bonds, bar may be registered if desired. It is intended to issue registered bonds, or certificates, of smaller denominations than tificates, of smaller denominations than \$1,000 to provide for stockholders of the Rochester Gas and Electric Company having small holdings. The preferred stock will carry dividends from June 1, 1904, at the rate of 4 per cent. per annum for the first two years, and thereafter at the rate of 5 per cent. payable quarterly on the first days of September, December, March and Lucy Adjustement will be March and June. Adjustment will be made so that holders of Gas and Electric preferred stock exchanging for either bonds or preferred stock of the consolidated company shall suffer no loss in divi-

Three million dollars of the preferred stock of the consolidated company shall be set aside to be used together with part be set aside to be used together with part of its common stock in the purchase of the common stock of the Rochester Railway Company. The common stock of the consolidated company received by the holders of railway common stock will be issued 50 per cent, paid and liable to assessments of 50 per cent. The Rochester Light and Power Company bondholders and stockholders are to receive common stock of the consolidated empany for their bonds and stock.

No bonds will be used to nequire the conds or stock of the Rochester Light and bonds or stock of the Rochester Light and Power Company or the majority of the present issued stock of the Railway Com-pany. By reason of its ownership of a ma-jority of the stock, the consolidated com-pany will control the Rochester Railway Company and the mortgage will contain a guarantee on the part of the Rochester Railway and Light Company that the Rochester Railway Company shall not be-Rochester Railway Company shall not in for current expenses and such as usay be temporarily incidental to the ordinary course of its business, but this shall not prevent the refunding of existing liens or the sale by the Railway Company of its bonds already authorized but not issued, provided that its present bonded dobt is not thoropy increased to a greater extent not thereby increased to a greater exten

The Rochester Gas and Electric Com-The Rochester Gas and Essectic Company, the Rochester Light and Power Company, and the Rochester Railway Company now own and operate all of the gas, electric light and power, and street railway franchises and properties in the city of Rochester (except about a mile and one-half of track owned by the Rochester and Suburbau) and by means of the plate proposed these will be brought into the chester Railway and Light Com

During the last few years the demand for gas, electric light and electric power in Rochester has increased with great rapidity. The limit of the capacity of the gas plant has been reached, and the production and distribution of both gas and electricity must be medernized and extendod to keep pace with present and future requirements, and to make more profitable the existing investments. This makes im-peratively necessary the immediate expen-

diure of a large sum of money.

In like manner the business of the Rochester Railway has grown rapidly, and there is need for a large expenditure to extend its line, increase its equipment, and improve its service. Under the culcient management which that company has had during the last three years lis-gross earnings have increased from \$902,-415,84 in 1900, to \$1,250,912.80 in 1903, and its carnings over operating expenses from \$375,035.00 to \$610,795.52. These from saro, to calendar years. Those for pany1900 are furnished by the railway company, and those for 1906 are from the report of J. G. White & Company, here-

after mentioned. Under the provisions of the plan about available for the company's purposes; and from further assessments on the common timated that another \$1,000,000 will be and improvements uring the years 1904, 1905 and 1906, making a total of about \$2,250,000 provided for use in that period, of which but \$500,000 will come from the

In addition this estimated amount of \$2,250,000 there will be in the hands of the trustee \$4,073,000 of bonds reserved for future requirements, and the common stock will be liable to further assessment of \$1,300,000.

Reasons for Consolidation.

The magnitude of the properties af-ected, the opportunities for development which they present, the promise of satis-factory returns upon the further invest-ment required, and the duty of furnishing o the public adequate service comione t make necessary the organization of the consolidated company upon such broad lines as will be of advantage to the present stockholders and at the same time make provision for meeting the future rements of a rapidly growing business for your approval.

An expert examination has been made of the books and property of the Railway Company on your behalf by J. Q. White & Company, of New York, and the statement above made as to the gross earnings, and earnings over operating expenses of the Railway Company for the year 1003 taken from the report of that exam

It will be observed that under the plan Gas and Electric Company have the choice to take, in place of their present holdings, either the bonds of the consolidated com-pany, which will be a prior security to the stocks issued to acquire the Rochester Light and Power Company and the con-trol of the Rochester Railway Company, or to take preferred stock of the convol-

Promoters of the Plan.

The plan for the combination of these companies has been formulated by Messrs, Frederick Cook, Albert H. Harris and Granger A. Hollister, as representatives of the Rochester Gas and Electric Company, and Messrs. E. W. Clark, Jr., C. M. Clark and A. G. Hodenpyl, as representatives of the Rochester Railway Company. These gentlemen as a joint conpany. These gentlemen, as a joint com mittee, will have charge of carrying out the details of the plan and making such minor changes in it as may be necessary. By resolution of the board of directors of the Rochester Gas and Electric Com-

pany the plan has been recommended to its stockholders. If it meets with your ap-proval you are requested to deposit your stock with the Security Trust Company er of attorney. Negotiable receipts will be issued by the Trust company therefor. Please at the same time state whether you elect to take the bonds or the Preferred stock of the consolidated company in exchange for your present holdings A full and more detailed statement of he proposed plan is on file with the Se-urity Trust Company of Rochester, and open to your examination. This letter is to be regarded as supplemented thereby, and the doposit of your stock will be an evidence of the control of the con

of your assent to the terms there-GEORGE W. ARCHER, President. PREDERICK COOK,
ALBERT H. HARRIS,
GRANGER A. HOLLISTER,
Committee.

CANAL BOARD IS INSPECTING

With Local Committee It Proceeds to Newark.

THE PERSONNEL OF THE PARTY

Will Straighten Canal Line at Bushnell Basin Cut Off--Changes at Pittsford-Mr. Bond's Opinion.

The barge canal state advisory board, consisting of Albert Brooks Frye, formerly engineer of buildings in New York city; William A. Brackenridge, formerly chickness of the Niagara Power company; Major Thomas W. Symonds, formerly Patted Stitles cogness in charge of pue-lice buildings in Washington, State Engibeer Edwin A. Bond, together with city officials and others interested in causal value portation, started at 10 o'clock (his forepoon in J. N. Beckley's

manl who was not with the party is Dr alted States government in connection

cor Edwin A. Fisher, Hon. Henry C. on C. Barry, Henry C. Hathaway, John M. Ives, and T. B. Palmer, of the same oblic works in charge of the western ivision of the Erle canal; If. A. Rock-yood, engineer of the western division i the Erle canal; W. Milton Wilbur, debt engineer of the Eric canal

tling the disputed question of wheth-

Mr. Bond Discusses Plans.

in conversation with a reporter fo The Post Express who accompanied the party, State Engineer Bond said that similar controversies regarding location are to be settled at Utica, Rome and

The line of inspection to-day was from it various points along the line, thence sack to Rochester and west to South Greece. Twenty-six miles of the pro-posed route of the barge canal were thoroughly looked over. The first stop was made at Cartersville, one mile east point where the canal line crosses the road there is a slight divergeance from a straighten slightly the alignment

the proposed route at this point to the west of the railroad tracks. From Cartersville the special pro-ceeded to Pittsford where the proposed ande by the engineer of the alignment main line of the New York Central. The special was then run to Newark without a step, arriving there at noon. At Lockport.

At Lockport it is not so much a ques cation as the proper establish-

namely, at Waterford and hoes, between Home and Oneida lake of coing west to South Greece, h and going west to South Greece, in car Mcdlant, from Pendleton to omids, on the Oswego canal in and gh the city of Fulton, on the Cham-rannat from the Northumberland o Fort Edward. We should be able for bids on this work soo construction work will then years as the minimum

to an appropriation of \$10,000,000; tio construction work will prob

one in that time, period will probably be largely in studying and settling the enther puzzling problem for solution.

In and Around Rochester. "The construction for twenty-six miles in and around Rochester is heavy owing

Valley park. He expressed the opinion that the canal through the park would add to its beauty.

add to its beauty.

Engineer Bond expressed the opinion that Rochester people will ere long be brought to favor the proposed route through Genesce Valley park and he intimated that a crossing of the river at the southern extremity of the park would be less advantageous and would rouse through the park and will put it through if possible. Post Extress.

SOUTHERN ROUTE

Visit of Canal State Advisory Board Eftective.

INSPECTION TOUR

Large Party of Rochesterians Go Over Proposed Route With Visitors,

STATE ENGINEER BOND PLEASED WITH HIS VISIT

While none of those directly interested In the proposed routes of the barge canal through the city would allow their names to be used in connection with any statement, it can be said safely that State Engineer Bond and members of the Canal State Advisory Board believe hey have secured the point they de stred by the visit here yesterday. Mr Bond and the board favor the route through Genesee Valley Park, and the ent of Rochesterians now seems

to favor the southern route.
While at the park yesterday afternoon Mr. Bond pointed out to the Rochester members of the party the advantages of having the canal run through the park. His arguments were backed up by other embers of the board and it is understood that practically all opposition to the route through the park has been removed and the state will run the canal where it was first intended in the preliminary surveys.

Inspection Begins.

Mr. Bond and the advisory board, consisting of Albert Brooks Frye, form-orly engineer of buildings in New York City; William A. Brackenridge, form-orly engineer of the Niagara Power Company; Major Thomas W. Symonds, formerly United States engineer in charge of public buildings in West. charge of public buildings in Washing-ton, together with city officials and oth-ers interested in the canal, started at 10 o'clock yesterday morning in J. N. Beck-ley's private car for an inspection of the eastern approaches of the proposed barge canal from Rochester to Newark.

The Rochester members of the parry were Mayor Cutler, County Engineer J. Y. McChintock, City Engineer Edwin A. Fisher, Hou, Henry C. Brewster, chairman of the Chamber of Commerce bar; canal committee; William C. Barry, Henry C. Hathaway, John M. Ives, and T. B. Palmer, of the same committee; C. C. Lancy, superintendent of the Rochester city parks; Housion Barnard, assistant superintendent of public works in charge of the Western Division of the Eric Canal; H. A. Rockwood, engineer of the Western Division of the Eric Canal; W. Milton Wilbur, resident engineer of the Eric Canal; George W. December 2018 and proposed programmers. . Laney, superintendent of the Rocher Rafter, engineering expert accompanying the State Advisory Board, Assistant Engineer Ladue of the Albany oftice and a stenographer

Brighton Opposes Northern Routs.

The line of inspection was from Rochester east to Newark, with stons at various points along the routs. The first slop was made at Cartersville, one fille east of Pittsford on the Auburn road. From Cartersville the special proceeded to Pilitsford where the proposed route is to diverge greatly from the present Eric Canal. From Pittsford the special was run to Brighton, where the train was switched to the main line of the New York Central. At Brighton the party was met by Supervisor A. Eme son Babcock who held a long consults posed the proposed northern route around Rochester,

He said that this route would rule s large residence section of the village His arguments were reinforced by tho

The special was cun to Newark with out stop, arriving there shorly before board of trade. After lunch in the car the part wont to the Hotel Newark where the members of the committee and others interested made rewould be possible to eliminate the pres-

proper grade.
In addition to many other advantage that the state would gain by this change it was argued that culvert 252 would be removed and the stream running under he canal could be turned into a feeder Leaving Newark at I o'clock the special went to Fairport and from Fairport made a side to churchville. Passing through Rochester the special went South Greece and thence back to the city, reaching here shortly after 2 o'clock.

Visit to Genesee Valley Park.

Park in fallyhos and made a thorough inspection of the conditions there. All returned to the Powers shortly before o'clock and from there the members of the board went to the Genesee Valley Club, where they were entertained at dinner by Mayor Cutler.

The public hearing will be held at the City Hall at 3 o'clock this morning. From the speech of the members of the party it would seem that the hearing will not develop the opposition to the southern route that was first looked for Speaking of the trip last night Mr. Bond said:

Mr. Bond Highly Pleased.

"You may say that the board and my-if are fully satisfied with the trip. We ve secured much informa hand that could not have been obtained any other way. As to the selection of routes we have the same difficulties to

routes we have the same difficulties to settle at Lockport. Rome and Utica,"
"We are now engaged," said he, "In working up the plans and specifications at eight different points, namely, at Waterford and Cohoes, between Rome and Oneida Lake, in and near the village of Savannah, engineering at the western city line of Bochester and cowestern city line of Rochester and going west to South Greece, in and near Medina, from Pendleton to Tonawanda, on the Oswego Canal in and through the city of Fulton, on the Champlain Canal from the Northumberland dam to Fort Edward. We should be able to advertise for bids on this work soon. If able to make the awards from the bids received, construction work will then begin at these points.

Seven Years To Complete Work.

"I place seven years as the minimum time within which the canal will be com-pleted. For the first two years we are imited to an appropriation of \$10,000,000;

ably be done in that time. "The period will probably be largely utilized in studying and settling the enwhere the valley is reached that present At Waterford and Cohoes, there is heavy lock construction, a raise of 170 feet for

"The construction for 26 miles in and

around Rochester is heavy owing to the topography of the country."

Mr. Bond referred to the opposition in Rochester over the proposition to take the canal through Genesee Valley Park. He expressed the opinion that the canal through the park would add to beauty. He expressed the opinion that Rechester people will be brought to favor the proposed route through Gene-see Valley Park and he intimated that a crossing of the river at the southe extremity of the park would be less ad vantageous and would present more en gineering difficulties. It was from what Mr. Bond said that the state board favors the southern route through the park and will put it through if pos-

ROUTE TO THE SOUTH Post Express may 5.

Generally Favored at Barge Canal Hearing.

THE WEST SIDE SPUR

Viso Got a Popular Indorsement This Morning.

Only Two Promoters of Northern Route Voiced Their Sentiments-Hearing Finished at 12.30.

Scheduled for 9 o'clock this morning it was after 10 before the public hearing accorded by the state advisory board of canal engineers to Rochester shippers and others interested in canal transportation problems, got under way in the Common Council chamber at the City

Whitmore Mathias Kondolf and numerent, made by a Post Express reporter route for the mana) about Rochester and both an east and a west side spur if and the morning were State Board pres-port this morning were State Engineer Edward A. Bond. chairman; Aifred Brooks Fry and William Brack-mridge. Commander Aifred Brooks Fry, of the United States treas-ury service, told a Post Express re-porter that he had midd with main in

gan. Among these were Canal Inspector J. Nelson Tubbs, Assistant Superintend-ent of Public Works Houston Barnard,

in charge of the western division of the Eric canal: J. Warraut Costieman, Su-pervisor A. Emerson Balcock, of Bright-ton: H. H. Edgerton, president of the

Common Council; Henry B. Hoyt, Robert

County Clerk Hotchkiss, Henry C.

Gas and Electric company; Valentine

porter that he had noted with pain, in a morning paper that he was referred to as the "former" superintendent of pub-lic buildings, port of New York. "When I left New York." said Mr. Fry.

"I was still a government official in good standing." Mayor Cutier opened the conference. Mayor Cutler opened the conference. He sinted that the meeting had been arranged for the purpose of glying the citizens of the city an opportunity to express their opinions as to the proper route for the causa through Rochester. Continuing he said, State Engineer Bond had a statement to make which would be read by Commander Fry, owing to a throat difficulty from which Mr. Bond is suffering. Following is the statement:

is suffering. Following is the statement Mr. Hond's Statement.

The study of the final location of the barge cannot in and near your city requires a study of some twenty-six miles of country reaching from Macedon to South Greece. In order to reach the best nossible results from Fairport to Macedon, a distance of eight or more miles, if what is known as the rorthern route was to be considered, or the middle route, which means a common line from Fairport to Brighton, thease to the north of the city, or passing along the present line of the canal to Goodman street in your city, thence continuing straight to the Genesies river, following up the old feeder to the present dam in the southern part of your city, the study of either of these lines involves the possible lowering of the water surface of that portion of the Macedon level between Fairport and Macedon, or something like fourteen feet, and would involve heavy embankments at the crossing of the Irondequoit and Aliens creeks. Such physical examinations as we have been able to meke to the present time would indicate at certain portions of the Macedon level that there is underneath the surface a substance in the nature of marl or quicksand, which will require further investigation to know whether it would be safe to lower this level fourteen feet or not. Mr. Bond's Statement.

afe to lower this level fourteen feet or The next study is the crossing of Ironde-quoit creek which, with our examinations to date, would indicate there is a great depth of sell before reaching rock. In fact we do not know to-day the exact depth of

Inviting Discussion

Inviting Discussion.

As a board of conducers we are here to day fiviting a discussion of the subject in general, boping that the gentlemen present will at this time give us the benefit of their thoughts in relation to the modes of the city, bosing their accuments on broad lines so that after a careful consideration of all the theories advanced we may be able to locate this canal so that it may be of the most use to your city in the future, say fifty years believ.

Investigation for the past few years in Europe would indicate that there is need not only for canal transportation, but railroad transportation, either of the character of the steam road or the more recent

was most practicable for the city's needs with its future growth.

Two members of our board are absent. Major Symionis has been with us until this morning, but was called away on important business. Dr. Carthell, who was the chief nightness of the West Shore railroad and had the satisfaction of seeing it successfully constructed through your country, is absent in Europe attending meetings of the International Canal association. In his trip abroad he will be able to get the latest designs of construction of movable dams, locks, lock gates and all of the general appartnermores pertaining to canal construction and will return able to fortify our board with added information.

Marring of Park Beauty.

I realize the dread that may be experienced by some of you in the crossing of South park with this canal, feering that it might mar the beauty of the park. My attention was called to the fact that the river view up stream, from the math on trance of the park, was one of its beautiful fall features and from expressions from different persons I have been lead to suppose that there has been more or less fear regarding the construction of a don across the river. The site for the new dams woll be substantially the site of the prison. The plans contemplate a more lock which would be so far from the river's edge that it would in no sease mar the beauty of the park. The approaches from the river to these guard locks would be in the nature of a lagoon or pool with sodded banks, and the proposed location would interfere but very little with the strubbery and a very few trees.

It is my personal opinion that when this canal is completed through you park, with artistic bridges in keeping with the general landscape effect of the park, that it will be pronounced by your citizens generally an improvement instead of a detriment in any sense to the beauty and landscape effect.

The Southern Routo.

The Southern Route.

The Southern Routo.

Our attention has been called to a location farther south and it is the intention of this board to make a special study of the suggested line farther south so that we may adopt a line if possible, that will not exceed the expense of the line I have here-tofore discussed and would move the park crossing farther south. This can only be determined after more complete study. However our board are desirous of settling at this time, if possible, whether the line is to go south of the city or north of it, from the fact that we had expected to advertise and let that portion of the work lying to the north and west of the crossing of the main line of the New York Central railroad reaching from that point to South Greece involves some of the most heavy construction of the whole canal, it is important to get this portion of the work started at the earliest date we can.

We have received such a hearty welcome at the hands of your mayor and his associates and by the timerary adopted by him have been able to cover so much of the territory involved within the twenty-six miles herein mentioned, and have been so hospitably treated by his honor and his associates that we feel an added personal interest in your beautiful city and its development and we hope that this meeting

Mayor Cutler said it had been thought wise to discuss the proposed routes, one at a time. He then called upon those who desired to speak for the proposed

Argument for Northern Route.

County Engineer McClintock gave arguments in favor of the norther route. He declared that the gradudescent from Lockport to the southern crossing of the Genesee would make the water supply scanty. The level south of city, he continued, would always be the level of the lower water of the river.

Then he maintained that the route to the Then he maintained that the route to the north could be constructed for a million dollars less than the southern route. Mr. McClintock also called attention to the flood menace of the southern route. He concluded by explaining his harbor project at Irondequoit bay in connection with the northern route.

Mayor Cutler next asked for an expression of column in favor of the south-

Mayor Cutler next asked for in expression of opinion in favor of the southern route. J. Nelson Tubbs, said he favored the southern route. He thought the canal should be taken out of the park if it is practical to do so, but it was better to have it to the south even if it had to cross the park. He thought it could be made attractive in the park if the plans of Engineer Bond were curried. plans of Engineer Bond were carrie out. Mr. Tubbs said he was opposed to a spur of the canal into the city from the east following the line of the old the east following the interpretation of the present canal from the point of divergence with the barge canal in South Greece to the point of divergence at Pittsford, he maintained, in other words to keep the canal through the center of the city as

President Lamberton's Plea.

President Lamberton's Plea.

President Lamberton of the park board, made a plea against the canal going through the Genesse Valley park. He was not opposed to the canal going south of the city, and said he thought the proper route would be one at the southern extremity of the park.

"Even if the canal was made attractive in the park, while it was building the contractors would cut up the park.

tive in the park, while it was buttons the contractors would cut up the park roads," continued Mr. Lamberton.

President Lamberton protested against Mr. Tubbs' plan to have the canal continue through the center of the city. R.

H. Smith read a paper arguing against the same arrangement. He described what a nuisance the canal in the center

what a nuisance the canal in the center of the city had proved to be.

Altorney Albert M. Hards asked the state officials to look after the interests of the shippers of the city. He also thought that the water power of the Genesce should not be interfered with. He said the plan to take water from Lake Erie was salisfactory but that existing water rights in Genesce river should be preserved. Mr. Harris argued in favor of the west side spur to Brown street. Engineer Redman, of the Rochester Gas and Electric company, indorsed Mr. Harris' statement.

Supervisor A. Emerson Babcock said that the northern route would rain Rochester's most beautiful residential section which lies in the town of Brigh ton "Brighton," he continued, "stand as a unit against the northern route and favors the southern route.

Power and Property of the Power of Falls, Brown teast a saddt. It 1-2 and 3 Seyma above roll & compared to the Power of th

For the West Siders.

County Attorney Warren, speaking bridges in the heart of the town were a great nuisance and therefore he argued against keeping the canal through the

to maintain. Commander Fry suggested that the Commander Fry suggested the commander fry suggested by keeping the bridges closed during certain hours of the day.

E. L. Filkins, an east side business man, said he favored a southern route

and the retention of the canal through the city. He thought the bridge nuisance might be met by constructing overhead

T. E. Bastian opposed the retention the canal through the city and thought that a west side spur would meet the re-quirements of shippers. G. H. Clune

made a similar plea.

A. R. Shaffer, speaking as a citizen, and taxpayer, without shipping interests to consider, said that he desired the barge canal taken out of the city and a barge canal taken out of the city and western spur constructed. He stated that he favored the northern route.

Dr. Coe, of Brighton, speke in favor of the southern route, declaring that a northern route would damage property

Closing the Hearing. In closing the hearing Mr. Fry said that the commission would make this afternoon a still further inspection of the present canal route through the city with a view of ascertaining how much of it should be retained. In regard to the routes, members of the commission stated that the extreme

southern route is yet to be surveyed and that the commission is not prepared to make public the decision as to the rela-tive values of a northern and southern route. This will not be done until after the matter has been subjected to further

It was said that the apparent preponderance of sentiment in favor of the southern route, as evinced at the hearing this morning, will carry weight with the members of the state board in ar-

riving at a decision.

In adjourning the hearing Mayor Cutler said he was convinced that the commercial interests of the city were safe
in the hands of Mr. Bond and his col-This afternoon the visitors were taken

for a drive over the canal route in the city and entertained at luncheon by Mayor Cutler at the Genesee Valley club,

Wishes May Be Complied With.

On leaving Newark for the return trip of inspection yesterday afternoon, State Engineer Bond said he thought that to oly with the wishes of the citizen of that village to have the canal level lowered through the village, seemed practicable, and probably would be

compiled with.

At Fairport, D. C. Becker, supervisor for Perinton, boarded the train, and in behalf of the citizens of that village. made a petition to the committee that the present route of the canal through that village be retained. In the surveys for the barge canal already made, it is proposed to have the line of the new canni leave the present canal just east of the village and cut across the extreme south end of the village, just at the foot of the Main street hill, striking again into the Ox Bow of the present canal, 300 rods from Main street, Supervisor Becker fold Mr. Bond that the new route would cut through a valuable building section in the village,

All of the members of the state board All of the members of the state board alighted from the train at Fairport and visited the point where the route of the new causa will cross the main street of the visitage. It is a shorter course by three-fourths of a mile than the present course of the causal through Fairport.

From Fairport the special continued along the line of the West Shore without

stop until Churchville Junction was renched. This gave the engineers a good opportunity to trace the proposed route of the waterway to the south of this elty from the ear windows. At the junction the special was switched over to the main line of the New York Central railroad and the return trip to the city be

gineer McClintock begulied Engineer Brackenridge, Houston Barnard and one or two others of the party into a corner and reiterated his argument in favor of the northern route. Engineer Bracken seemed to be somewhat impressed by Mr. McClintock's declaration that the reports to the effect that the river at the point in Seneca park where it has been proposed to take the barge canal across proposed to take the barge canal across on the highest aqueduct in the world is a "bottomless pit," was wholly untrue to the best of his knowledge and belief. "I once contemplated building a road across the river at this point bridge across the river at this point, said Mr. McClintock, "and from the lay of the land and investigations that I then made, I am convinced that rock

Engineers Join Issue.

will be reached there thirty feet below

the surface. Of course I have made no borings and cannot assert this as a posi-

al Engineer Rockwell took iss called attention to the alleged food men called attention to the alleged food men-ace a southern crossing of the river by the barge canal would be. Then En-gineer George W. Rafter took up the cudgel against Mr. McClintock, politing out that there has been for sixty years an exactly similar crossing of the Mo-hawk by the canal at Cohoes and that no trouble has ever resulted from it in all that time. At this point Mr. McClintock looked from the car window and spied a dense volume of steam issuing from an At this point Mr. McClintock

that has been escaping here."
When the city was reached, carriages were in waiting to convey the inspecting party to the point in Genesee Valley park where it is proposed to run the canal. This point is about an eighth of a mile within the park, the line running just south of the refectory. When the place was reached, William C. Barry, as a peek compression made a formal repark commissioner, made a formal re-tiest to the members of the state board that the route be changed and the canal put through just outside the southern extremity of the park. That point was then viewed and the state engineer's said later that a survey would probably be made through there.

The engineers will leave the city for their respective homes to-morrow morning early. Mr. Brackenridge will go to Buffalo; Mr. Bond to Albany and Mr. Fry to New York city, Major Symonds was called to Buffalo this morning being absent from the hearing to-day.

HEARING ON ROUTES FOR May 5, 1904.

Merchants and Interested Citizens Appear Before State Advisory Board.

No Decision on Route Announced by Engineers, But Strong Sentiment in Favor of Crossing Park.

Proposed to Run Through Genesee Valley Park Just South of Refectory Building in Hollow -Spurs to Center of

State Engineer Bond and the membe of the advisory canal board held a pub-lic hearing in relation to the route of the barge canal in the Common Coun cil chamber this morning. There was a large attendance of merchants and in-terested citizens and several of those present addressed the board at length, The state officials questioned some of the speakers concerning their views and at times the discussion was general.

While the members of the state advisory board made no statement as to their plans after the hearing, there was an apparent sentiment among the state en gineers in favor of the original sout route, crossing Genesee Valley park. The survey takes the canal through the park just south of the refectory building, in the natural hollow at that point, and it is claimed the big waterway will be an attraction instead of a detriment to the park. The objection to the southern route outside the park by engineers is that it would require a sharp angle which would block traffic, to bring the canal back to the line of survey west of the city. Also this would take the canal so far away

from the city that commercial advan-tages would be lost.

The members of the state advisory board present this morning were: State Engineer E. A. Bond, Commander Albert Brooks Fry of New York; William A. Brackenridge, formerly of the Niagara Power Compny, and Colonel Thomas W. Symonds, United States engineer in charge of public buildings. Mayor Cut-ler, City Engineer Fisher, President Lamberton of the park board, President Edg. erton of the Common Council, and Park Superintendent Laney represented the city. Others present were Inspector J. Nelson Tubbs, of this division of the Erte Canal, Assistant Superintendent of Pubic Works Houston A. Barnard, County Engineer McClintock, W. B. Lee, J. War. rant Castleman, Superintendent A. Em arson Babecck of Brighton, Henry B. Hoyt, V. F. Whitmore, Robert G. Cartbt, W. F. Whitmore, Robert G. Cart-ht, Henry C. Maine, George Redman H. W. Davis, Hoyt, V. F. Whitme H. B. Hathaway and John M. Ives wer

mander Fry, at State Engineer Bond's

request, read the following statement, prepared by Mr. Bond: "Mr. Mayor and Gentlemen—The study of the final location of the barge canal i and near your city requires a study of some twenty-six miles of country reach-ing from Macedon to South Greece. In order to reach the best possible rest from Fairport to Macedon, a distance of

George C. Buell, representing the wholesale grocers of the city, declared that the retention of the canal in Ro fester is essential to the business he ester is essential to the business he estimated at the standard of the Pfaudler cointinuin streaght to the lenesse rivial for the stream of the line in forther south. This can only be desired to maintain the grocers of the city desire to maintain.

The food and show the first to the lenesse rivial of the Irondequoit and Allen creeks. Such physical examinations as we have been able to make to the present time would indicate at certain portions of the Macedon level that there is underneath the surface a substance in the nature of marl or quickstand, which will require further investigation to know whether it would be safe in lower this level courteen. would be safe to lower this level fourteen at date we can.

> Trondequoit creek which, with our exar nation to date, would indicate there is a great depth of soil before reaching rock. In fact we do not know to-day the exact depth of the rock at this point.

then to a more careful consideration of the southern route, which would bring us from Macedon to Fairport, Fairport to Pittsford and following the line of the present canal from Pittsford for about one mile westerly thereof, thence con-tinuing westerly somewhat parallel to the line of the West Shore railroad until getting within say two miles of South park there turning slightly to the north and crossing through South park and the Genesee river and leading in a north. westerly direction to the present line of the Erie canal at a point near South

As a board of engineers we are here to-day inviting a discussion of the sub-ject in general, hoping that the gentle-men present will at this time give us the benefit of their thoughts in relation to the needs of the city, basing their argu-ments on broad lines so that after a care-ful consideration of all the theories advanced we may be able to locate this canal so that It may be of the most us to your city in the future, say fifty years "Investigation for the past few years

in Europe would indicate that there is need not only for canal transportation, but railroad transportation, either of the character of the steam road or the more recent electric trolley. What has been demonstrated within the past few years in European countries is being realized more each year in our own country and in our discussion of this mat-ter we should treat it so broadly that the persons living fifty years hence may feel that we reached wise conclusions and adopted a location that was most practicable for the city's needs with its

future growth. "Two members of our Board are absent. Major Symonds has been with us until this morning, but was called away on important business. Dr. Corthell, who was the chief-engineer of the West Shore Railroad and had the satisfaction of seeing it successfully constructed through your country, is absent in Europe attending meetings of the laternational Canal Association. In his trip road he will be able to get the latest designs of construction of movable dams, locks, lock gates and all of the general appurtenances pertaining to canal co struction and will return able to fortify our board with added information.

"I realize the dread that may b experienced by some of you in the crossing of South Park with this canal, fear-ing that it might mar the beauty of the park. My attention was called to the the main entrance of the park, was one of its beautiful features and from expressions from different persons I have been lead to suppose that there has been more or less fear regarding the construc-tion of a dam across the river. The site for the new dam would be substantially the site of the present dam. The plans contemplate a movable dam that could he raised in time of low water and lowered in time of flood. The fixed porthe present dam, and the movable porcould be raised as indicated above when the water was at its minis stage, thus leaving the beautiful river view something as it exists to-day with the river in fairly flooded condition. There would be no obstruction to the view at the canal crossing more than there is to-day. At the very eastern edge of the park, and under the Lehigh Valley and Eric railroads there would be a guard lock constructed with two short railroad bridges across this lock, and on the western side of the river, at teh crossing of the Pennsylvania railroad, there would probably be another guard lock which would be far from the river's edge that it would in no sense mar the beauty of the park. The approaches from the river to these guard locks would be in the nature o lagoon or pool with sodded banks, and the proposed locations would interfere but little with the shrubbery and a very

It is my personal opinion that when this canal is completed through your park with artistic bridges in keeping with the general landscape effect of the park, that it will be pronounced by your ef zens generally an improvement instead of a detriment in any sense to the beauty and landscape effect.

"Our attention has been called to a location farther south and it is the intention of this board to make a spec of the suggested lines farther pense of the line I have heretofore dis-cussed and would move the park cross-

from the fact that we had expected to ad-vertise and let that portion of the work lying to the north and west of the cross-ing of the main line of the New York Central rallroad reaching from that point to South Greece, and as the work from Fairport to South Greece involves some the most heavy construction of the whole canal it is important to get this portion of the work started at the earli-

We have received such a hearty wel-roine at the hands o. your mayor and his associates and by the itinerary adopted by him have been able to cover so much of the territory involved within the twen-ty-six miles herein mentioned and have losed so hospitably treated by his honor and his associates that we feel an addthat this meeting may result in reaching nelusions that each and all of us in

After the above was read Mayor Cutler routes one at a time. He called upon anyone desiring to speak for the northern route. County Engineer McClintock addressed the board, saying that for the benefit of navigation, the north route, just beyond Norton street, was far the best. The county engineer based his statement on the question of canal levels, critbeising the plan to cross the river in the park and raising the state dam at the lapids two feet higher. He said the level south of the city would always be the level of the low water in the river \$1,000,000 less to go to the north of the ty. Mr. McClintock then went on to exploit a harbor at Irondequoit bay in connection with the canal, and the building of an immense stone viaduct where nal would cross the river north of

Mayor Cutler next asked for any exression of opinion in favor of the southern route, Engineer J. Nelson Tubbs said he by all means favored the southern route. He said if possible the canal should go outside the park, but it was better to have it south of the city, even if it had to cross the park. He thought it could be made an attractive feature in the park if the plans of Mr. Bond were followed. Further, Mr. Tubbs said he and not favor a spur of the canal into the ity from the east, following the line of he feeder. He suggested that the presant canal be maintained just as it is from South Greece to Pittsford, for the

pose of giving Rochester proper con-tions with the barge canal. President Lamberton of the park board ext addressed the state officials. He in he opposed to the canal going south of the city, but he wanted the intergity of the parks preserved. He protest strongly against the canal going through tienesee Valley park. He said even if the canal was eventually made an attractive feature for the park, while it was building the contractors would cut up the park roads with their lo for many months after the work was impleted debris would litter up the park near the excavation. Mr. Lamber on strongly advocated the route south of Genesee Valley park. The speaker protested against Engineer Tubb's plan to maintain the old canal through the ity to give connections with the barge

In relation to cleaning up debris left in the parks Mr. Bond jokingly asked Mr. Lamberton if he couldn't get all the money he wanted from the present "He is very generous," replied Mr.

Attorney Albert H. Harris asked the state officials to give careful heed to see that whatever was done benefited and did not harm the business interests of the city. He said the water power of the Genesce river had been largely develoned and would be developed even more inless something done by man should interrupt development. He said he un-derstood the state's plan was to take the cater supply for the canal from Lake fiele. That was satisfactory, but he wanted that supply made adequate so water would not have to be taken from the river to affect water rights in the river. In relation to Mr. Tubbs' plan to maintain the old canal in the city. Mr. Harris thought a spur from the nearly to Main street west was all business was located on the west

Mr. George Redman said his views were Supervisor A. Emerson Babcock adseed the committee, opposing the of Brighton.

nty Attorney Arthur Warren on posed the maintenance of the present canal in the city. He favored a single spur into the city from the west. n reply to a question from State Engineer Bond Mr. Warren said he favored

ling up the feeder and abolishing it. er eGorge W. Rafter said all the objections to the southern route he had heard were based on sentiment. He said he strongly favored the southern route and had never heard a solid argu-ment against it. Mr. Rafter spoke in of a west side spur to Allen street

Engineer Tubbs asked what was to be gained by maintaining the old canal West Main street. "The objection intain it to West Main street you tain the wnole canal.'

City Engineer Fisher spoke on the southern route. He said the water sup-ply should be so arranged if this route s chosen so that no water would have the water rights.

George C. Buell, representing the wholesale grocers, said that it was rieces sary to maintain some spur or conne tion with the barge canal or grocers would be damaged. He said 7,000 or 8,-000 tons of produce were shipped her grocers. Mr. Buell favored a west the east side wanted a spur they should

bridges if the canal was maintal through the city, Commander Fry said that in South Boston there was a permit granted by the secretary of war whereby the draw bridges over the river were no allowed to operate from 7 to 7:45 a. m. from 12 m, to 1 p, m, and from 5:30 p, m, to 6:30 p, m. This aided the working classes in getting to and from work. H said such an arrangement might be made

E. L. Filkins favored the southern route and the retention of the old canal in the city. R. H. Smith spoke against T. E. Bastron spoke against an east side spur west of Mouroe avenue. G. H.

Clune spoke against an east spur and it favor of the west spur.

A. R. Shaffer spoke in favor of the northern route and a west side spur.

Mayor Cutler said all be cared to say was that he wanted to be sure all inter ests of the city were conserved. He said he felt entire confidence in the advisory board in the matter. At this point the

to the Genesee Valley Club to lunch by Mayor Cutler and this afternoon the of the present Eric canal and feeder to

COLORADO PAST AND PRESENT. To Be Described by Mr. and Mrs. McClurg Next Monday Night.

Colorado's pre-historic past and ro-mantic development will be described by Mr. and Mrs. Gilbert McClurg at the Chamber of Commerce next Monday evening. The lecture is free to members of the chamber, the limited capacity of



GILBERT M'CLURG.

Assembly hull making it impossible to invite others. The lecture is illustrated y 200 beautiful lantern projections. nd Mrs. McClurg have given the lec

large cities and at Columbia, Princeton, Wesleyan and other universities. Last month the lecture was given in Wash-ington before the diplomatic corps, judic-lary, army and navy representatives and all social and official Washington of

Mrs. McClurg will open the lectur



MRS. M'CLURG

ture of Colorado life, illustrated by ster option views. Calorado being thus de fined in bold and striking outline. Mr.

Columbian Colorado, the nistory of her peaceful Pueblo farmers who were driven rents which make up the glory of Colo-at, the plateaux of the south-

Rochester Chamber of Commerce

We are pleased to announce that arrangements have been completed with Mr. and Mrs. Gilbert McClurg to give their new lecture,

The Empire of Colorado or Peak, Pass and Plain.

in Assembly Hall.

on the evening of

Monday, May 9th, 1904, at 8 o'clock,

illustrated by

200 Rare and Beautiful Lantern Projections.

Mr. and Mrs. McClurg have given this lecture before large and enthusiastic audiences in all the large cities of the Union and at Columbia, Princeton, Wesleyan and other leading universities.

Last month the lecture was given in Washington before the Diplomatic Corps, Judiciary, Army and Navy Representatives and all social and official Washington of prominence, and was pronounced the most brilliant audience of the season.

The Washington Star, among other pleasant things, said "The lecture was profusely illustrated with lantern slides of extreme beauty, and the

whole discourse proved one of the most enjoyable and instructive that has been given here."

From Rochester the lecturers go to Cleveland where they appear in the Star course May 12th, and from there to St. Louis.

Mrs. McClurg is a poet, explorer, lecturer, archeologist and club woman.

Mr. McClurg an author, lecturer and well known Coloradoan.

This lecture is intended especially for the families of the members of the Chamber. For this reason and owing to the size of our hall, guests' cards will not be issued, but all members and their families are cordially invited.

It is respectfully requested that all intending to be present, be in their seats promptly at eight o'clock, before the hall is darkened.

JOHN M. IVES,

Rochester, N. Y., May 6, 1904.

west being the only spot in the world where the phase which is scientifically termed, "middle barbarism," may be studied to-day in its entirety-

From this life story which antedates history, save a few "cuentas" of the Spanish conquerors, Mr. McClurr takes up the tale and tolk of Licutemant Pike's discovery in 1808 of the great summit bich bears his name and aphic picture of Colorado as it is.

Central Library of Rochester and Monroe County

132 MAY 9, 1904 Pash Express SALT WATER FOR CITY FIRES

President T. B. Dunn Proposes Its Use Here.

WITH NEW AIR-COOLED MOTOR

Would Mount Gasoline Engine and Tank on Truck for Suburban Aid to Fire Department.

President T. B. Dunn, of the Chamber of Commerce, has been giving the matter of the proposed additions to the city's fire apparatus some thought, and as a result he suggests that Rochester try a system which might provide some of theadvantages which it is hoped to secure in New York city by the use of sea

"It is a fact," said Mr. Dunn, this morning, to a Post Express reporter, "that salt water is much more effective in extinguishing fires than is fresh water.

I believe that one bucket of salt water will do more in this way than will three buckets of fresh water

"Now, the city has just purchased two new fire engines at \$5,500 each, and it is stated that more apparatus of this kind needed, especially for the protection property in the outskirts of the city. My plan, and it is simply a suggestion from a layman, not an expert, is that the new coled motors be used to pump salt water upon flames, through the medium of portable engines. I would mount a gaseline engine upon a truck, with a and would provide a tank filled with salt water. A tank, engine and truck thus fitted up would not cost more than \$1,000 or \$1,200, yet would, I believe, be a very effective means of extinguishing fires in the suburbs and on all occasions where a lightweight apparatus is desirable. The tank could be filled repeatedly from a hydrant and a supply wagon could be at hand with several barrels of salt. A stand pipe might even be constructed on the truck to facilitate the raising of the

water to the desired height,
"One great advantage of this apparatus would be the power secured by the
use of a very large fly wheel. The fire engines in use here have fly wheels of but fourteen inches diameter. In my opinion, a twenty-horse power engine such as I describe, would be as effective out these suggestions for discussi Mayor Cutler and Commissioner Gil man of the department of public safety, were not prepared this morning to discuss the mater. Chief Little of the fire department, said he had not had time well in their engines because of the foaming that resulted. Where it is at-tempted to throw salt water on a fire with the regular fire engines, it is neces-sary to use the salt water in the boilers. Mr. Dunn says that if his idea should prove to be practicable the city could provide five engines for the price of one netropolitan fire engine, for suburban

SALT WATER FOR FIRES.

T. B. Dunn Offers To Pay Costs of Ex-

periment—Offer Will Be Accepted,

President T. B. Dunn of the Chamber of Commerce offers in novel suggesfighting force of the city. He says that salt water is three times as effective in extinguishing flames as other water and he thinks some method should be provided for using salt water,

His plan is to have gasoline engines of 20-horse power mounted on trucks with a force pump attachment and to equip each engine with an auxiliary tank filled with salt water. Barrels of salt could be taken to the fires on the supply

Mr. Dunn's suggestion is the result of his acquaintance with the plans of the New York Fire Department and while the experiment, in the manner he pro-poses, has never been tried, he has of-fered to Commissioner Gilman to pay the cost of the trials himself. It is probable the offer will be accepted. He thinks cost of the Iriais nimself, It's propable the offer will be accepted. He thinks that in the outlying district it would be cheaper to furnish the apparatus he suggests than to buy the regulation fire

Lewis River Bill Signed.

Governor Odell has signed the Lewis river commission bill. The measure crestate officers who are directed to take steps to regulate the flow of the rivers and streams of the state so as to prevent the recurrence of floods and freshets.

ROCHESTER AND COLORADO Historic Scrapbooks Collection

ROCHESTER CHAMBER OF COMMERCE They Have Mutual Business Relations According to Mr. McClurg in His

President Tromas B. Duss. Frist Vice President—John Chaig Powers Second Vice President—Defect P. Roya.

INTERNATION BUSINESS L. CHAIL

ROCHESTER, N. Y., May 14, 1904.

Chamber of Commerce Lecture.

The Chamber of Commerce afforded its numbers and their families an instruct.

lve and entertaining illustrated lecture last evening, by Mr. Gilbert McClurg of

Colorado, who spoke on the present and pre-Columbian life of his state. Mr. Mc

clurg crystallized the history, industrial life, scenery and opportunities of the Cen-

life, scenery and opportunities of the cen-tennial State in masterly manner. His beautifully colored stereopticon views and vivid and forceful word pictures brought the Rockies right into Roches-

When the lecturer enumerated the va-

rious claims of his state for recognition, he held the attention even of the most

he held the attention even of the most loyal citizens of the Empire State, and Mr. McClurg claimed for Colorado the title of "Empire." He said that: "In a quarter of a cen-

tury Colorado had achieved this remark-able rank among the United States: Eighth as to agriculture, sixth as to live slock, fifth as to coal and from and build-

stock, lith as to coal and from and build-ing stone, first as to area of irrigated land; unsurpassed as to grandeur of scenery, first as to production of gold and of silver, and, best of all, first in

all our Union for climate and for

He showed that the beneficent influence

where but one had grown before. "Water is the Midas touch which turns the des-

of irrigation had made two blades spring

is the Midas touch which turns the des-ert's sand to gold," said Mr. McClurg, "and we no longer apologize for irriga-tion as a substitute for rainfall, for with irrigation crop failures are unknown and agriculture becomes almost an exact sel-

with the timely application

water, and measured supplies—in the heart of the great American desert—we are able to determine almost the exact

proportion of the fats in our cats, of the starch in our potatoes, and of sugar in our beets. The laws of chemistry our farmers are beginning to comprehend.

wool. In Bent and Otero countries that the country we are growing the best wheat and potatoes of the west; in Larlimer and Las Animas the farmer waxes fat. It will surprise most easterners to learn that, while Colorado produces \$40,000.000 worth of minerals and the colorado worth of the c

duces \$40,000,000 worth of minerals ar

nually, her production from orchard and field and farm amounts to over \$50,000,000.

Mr. McClurg showed astounding views of

ion fields, of apple orchards, of Rocky ford melons and of sugar beets at Long-mont and Loveland. He next reverted to gold from Old Sol—sunshine—and to

gold from Erebus, in the mines of Boulder and of Cripple Creek. "Cripple Creek," said Mr. McClurg, "Is the great-

est gold camp of our land and has pro-duced over \$140,000,000 in its little more

than decade of history.
"Rochester." said he, "will profit by

Colorado's industry. The progress of our nation is largely determined by what we take from our soil, and our western

states have produced nearly half as much

gold in the last forty-five years as the en-

tire world has given us in the preceding 450 years, all the time of which such

"Rochester will profit because we have not had time in the Rockies to largel," de-

must send our sugar from sugar beets, and the gold from our everlasting hills to you of the east that you may send us

your clothing, camera lenses to reproduce our scenic grandeur, your buttons, lu-bricating oils, garden seeds, boots and

" Rochester and Colorado, you see, have

that the Rochester Chamber of Commerce gave my lecture so fine a setting. We of Colorado are under obligations to

MOVES TO ROCHESTER.

cated in This City.

The main office and works of the Auburn Ball Bearing Company have been moved from Auburn, N. Y., to this city

and are now located in the building at

18 Commercial street. The corporation is capitalized at \$100,000, and many of

flicers are : President, Mark F. Knowl

1001 vice-president, Henry La Casse; secretary and treasurer, Frederick Kirk

of its employees and their families. Nu-

for all kinds of engineering purposes sold

under the name of "Auburn ball bear-ings," are made by the corporation.

The company brings to this city fifty

stockholders are Rochesterlans. The

may 10, 1904.

velop the arts and manufactures.

rds have been kept.

shoes and other products.

In the sunny San Luis valley we are cu tivating indigenous wild peas to wonder-ully fatten lambs and to grow superior wool. In Bent and Otero counties alfalfa

About a month ago we addressed you a communication in reference to your joining the Rochester Chamber of Commerce as an Associate Member and advising you that you had been selected as a suitable candidate for membership.

Not having heard from you, we conclude that our letter either miscarried, or you possibly desired more time in which to think the matter over.

An associate membership gives you the same privileges a member joining the Chamber from Rochester. You have the use of the rooms and library at any time during business hours throughout the year. You are given the tree use of a stenographer, as well as both relephone services in Rochester. In addition to this you will receive all the literature sent out by the Chamber and an invitation to its annua banquer. You will find the Chamber a pleasant place in which to drop in for a chat, either with a friend or to meet a committee.

In addition to the above named advantages, you will become better acquainted with the business men of Roch ester which should prove of much advantage through mutua interests, saving in freight and express rates and in having wrongs righted by the State Legislature and other legislative bodies; a Board of Trade or Chamber of Commerce, as you know, carrying much more weight before a legislative holy than an individual or corporation.

The next meeting of our Trustees will be held on Thursday, the 26th of May, and we shall be much pleased

to present your name for membership at that time. As previously stated, the amount of annual dues which our local members pay is \$20, but to associate members they have been placed at \$10. On election and payment of dues. you will be given a handsomely engraved certificate of membership which can be bung in your office.

At the April meeting of the Trustees thirty-two associate members were elected.

The Rochester Chamber of Commerce has been established since 1888 and has done a vast amount of good in

Our rooms are among the handsomest in the State, and in which you can take an honorable pride in showing your friends.

Please sign the enclosed card and return same in addressed envelope at your early convenience, Yours very truly,

John M. Jost

JOHN M. IFES, Secretary

Rachester Chamber of Commerce :

DEAR SIR:-You are hereby anthorized to present my name to the Rochester Chamber of Commerce, for associate membership, and I agree to pay, when requested, the associate membership fee of ten dollars per

Address

CITY WILL ASK **BIG DAMAGES** P. State for Canal Crossing

at Genesee Valley Park. STATEMENT BY A. B. LAMBERTON

Would Be Cheaper to Construct Extra Mile of Canal Around Park" Says Park President.

Division Engineer A. J. Rockwood's uggestion that the extra mile of barge canal that would be necessary if the route were south of Genesee Valley park, instead of across the northern portion of the park, as planned, would be costy, has called forth a statement by President A. B. Lamberton of the park board who is watching closely every move affeeting the city's park system.

"I wish to call attention," said Mr. umberton, "to the fact that an extraalle of canal construction would not be early as expensive as the carrying of the route through the canal. Wherever the canal goes property must be taken by purchase or by condemnation prolings. A proposition to construct the from \$100 to \$150 per acre is very differant from one to carry the route through beautiful park lands improved at great expense and valued at \$1,000 per ac

the land actually taken, the cost of the or damaged, and in addition to this a considerable amount for the damage to the entire park. Our claim would be presented to the Court of Claims and

LATEST SURVEY ONLY, A BLUFF

Fear South Canal Route Not P. E in the Running. AN EARLY DECISION EXPECTED

It Is Now Believed State Advisory Board May Announce Their Choice of Park Route Within a Month.

Canal officials here are confident that the board of advisory engineers will speedily reach a final decision as to the route of the bargeway through Rochester, possibly in a month's time. Division Engineer Rockwood is engaged in mak-ing the survey of the far south route be-yond Genesee Valley park, in accordance Bond of the advisory board, but it adopted. State officials are pract unanimous in the opinion that the only proper route to the south of the city is the one surveyed through the park it elf, which, it is now practically certs will be the one fixed upon. One of these

cials said this morning:
"The far south route will make it no essary to construct about two miles nore of canal than the route through the park and this would prove an ex-tensive proceedings. Besides, it would occasion two very bad turns."

Members of the Chamber of Co merce have also come to be skeptical about the far southern route being adopted. Said an official of the chamber in conversation with a Post Exreporter this morning:

othing more than a bluff. Bond wanted the survey made to satisfy the clamor of the people here against the canal being taken through the park, but it will ot he the route adopted. Those wh have the power bave determined to take the canal through the park and that's the route it will take, beyond a doubt." The proposed line to the south of the

park starts just south of the Westfall road and thence passes across the river to Edgewood station on the West Shore ralipond where it intersects with the original south route,

Engineer Rockwood has had two working parties surveying the far south route for several days past. It was experted to complete the survey in about two weeks at first but progress has bee slow owing to the large number of treathat interfere with sights. The working take a month. The advisory board with the state of the s will again visit Rochester after the st vey is completed and then the final an-nouncement of the chosen route will

A few wdeeks ago it was thought that the barge canal through Rochester

COMPLAIN OF POOR SERVICE

Local Merchants and Shippers Ask Chamber of Commerce to Consider Farmers' Interests.

Trustees of the Chamber of Commerce are to consider the question of freight rates at their regular monthly meeting on next Thursday evening and it is probable that some action will be taken toward bettering ing in the matter of rates and service. The merchants are strongly protesting against freight service to and from small points on the steam roads, declaring that it is almost impossible to get freight either to or from points between Buffalo and Syrange which is a strong that the strong points between Buffalo and Syranges with its services of the strong to the strong that the str Prominent shippers have brought the ma ter to the attention of the Chamber of Com

In a letter to President Dunn, H. P. Brewster, tobacco shipper, asks that the complaints be investigated and that someother local shippers are also interested in

"We receive daily many complaints from our customers along the lines," said Mr. Browster, yesterday, "and they complain of poor freight service. The steam roads give the small shippers at way stations scant attention. The small shippers now has the electric railrouds whenever they can, but in many cases they are obliged to take the service they can got from the steam roads. The complaints come from places on the lines of all the steam railroads. We can get goods to or from New York city sulcher than we can get shipments from Canandalana by steam road.

of Rochester merchants. Some shippers now send their goods and orders to Buffor some their goods and orders to Hil-fulo and Syrucuse instead of to Rochester, because they get so much better service. The Syrucuse and Buffulo Chamber of Commerce have taken up this matter with a will and laye gained material conces-sions by the failtrends. This of course, orles" Union + Advertiser

A special despatch in one of the morning papers says that grave doubts have arisen among the officials of the state as to whether the appropriation of \$101 .-000,000 for a barge canal will be sufficient to cover its construction. One element estimates, another is the cost of the right of way, and a third is the matter of al lowance in compensation for water rights

which may be confiscated. A year ago certain questions were put and this extract from his report is given: Q.-Is provision made for paying damages

Q.—Is provision made for paying damages to all riparian rights.

A.—There is no provision made for paying riparian damage to power owners except on the Oswego river, where \$185,500 was estimated for that purpose. It is believed that the estimate covering the cost of land that will be flooded by the reason of the erecting of dams is sufficient for paying damages for that purpose.

Q.—Are all possible damages to private property provided for?

A.—It is my belief that the probable damages were provided for, but it might be considered a strong statement to say that all possible damages to private property have been provided for, as there are always many unforeseen difficulties springing up in connection with a work of such magni-

Definite information, as to the cost of lands taken for canal use and the amount of damage to be done, could not be embodied in the estimates, because the route of the canal at certain important points was left uncertain and has not yet been settled. Moreover, the valuation of property taken for canal use is to be made in the Court of Claims in case no satisfactory terms can be se-cured from actual owners. The barge canal bill as approved by the people provides, in section 4, that "the state engineer may enter upon, and take possession of and use lands, ctructures, and the use of the improved canals and for ment authorized by this act, shall in to make maps of the lands required, to

A Hospital For Consumptives Will Be The Times has 20119

The present city administration has done nothing more progressive than to consent to the use of the new municipal hospital on the Waring Road as a public sanitarium for consumptives. It is a step toward scientific dealing in Rochester with the most dangerous and damaging disease that must be coped with by official action under the communal relationship. Although many thousands of dollars have been expended in building the new municipal hospital for a purpose for which it has never been used, and may not be for many years to come, it its pointed out that, during the 25 years of this city's history previous to the recent epidemic of smallpox, there had been but 24 deaths from smallpox, while in that time there had been over 6,000 deaths from consumption.

Thus is made evident the importance of giving the fullest consideration to a disease whose frightful ravages are due to its contagious character, and which is declared curable in its unciplent stages if given proper attention. Thus is it made evident that notbetter use could be made for the municipal hospital new fring lifle than to open it to patients suffering from tuberculosis as the beginning of an experiment that will be watched throughour the whole country; and which will result, it is anticipated by those who have long advocated a municipal consumptive hospital, in a large decrease in the oprend of the disease in this city,

Nine years ago the local Public Health Association and the Academy of Science at a public meeting advocated the establishment of a municipal consumptive hospital but nothing actively has ever been done to establish it, it evidently having remained for a resourceful fate to bring it about by chance. Fallowing the recommendation of Health Officer Goler last December that the municipal hospital be used for the care of tubercular patients, the Children's Ald Society took up the matter this year, and it has brought the subject before a progressive administration in a manner that has resulted in the establishment of the desired hospital and the inception of an experiment of large consequence. There is certain promise of the success of the undertaking, the only question involved being as to the extent of the good results and as to the desirability of increasing the scope of the work.

Under the present plan to open the hospital to all persons suffering from consumption in its incipient stages with the provision that the expense of nursing and maintenance must be met either by the patient or by some charitable society or person, there is no doubt that as many cases as can be accommodated at the institution will present themselves, and that these will be mainly patients most in need of municipal ...id.

It is stated that the Public Health Association will take hold of the matter vigorously and that an appeal to the public for financial assistance will soon be issued. It is trusted that their appeal will meet with liberal response as it means the taking care of many indigent consumptives whose lack of care and free circulation in public places is a general menace to the community. There may come a time when the institution will be liberally supported from the public treasury but at the present time there are no public funds available for it. Moreover it will be necessary for the usefulness of such a hospital to be conspicuously demonstrated before such support can be looked for. Let all who can afford to do so, give in such a worthy cause.

tures and waters so appro section 5, it is provided that oned canal lands may be so perceds made part of the app for the canal improve on 13, it is provided that the \$10,000,000 be appropriated, out sales, and land sales, to meet certain miscellaneous expenditures, among them, the awards of the Court of Claims, fo property taken and the resultant damages. Here is a double uncertainty. It is not known how much the abandoned canal lands will sell for, nor how much

> to meet that expenditure al-As The Post Express said last year this whole business has been rushed to conclusion in blind haste, as was the \$9,000,000 appropriation; and the people will have ample time to repent before the barge canal is completed, if indeed It ever be completed.

the hands taken over in the prosecution

of the work will cost; and it is safe to

eay that the \$10.00,0000 will be inadequate

THE ERIE AGREES Will Start Work on River Re-

taining Wall Without Delay,

ASSURANCE OF ENGINEER DERR

Chief Engineer of Eric Road Gave Promise After Conference With City Engineer Fisher on Saturday Afternoon - Erie Acted in Good Faith But Was Strangely Negligent

As the result of a conference held Saturday afternoon between City Engineer
E. A. Fisher and W. L. Derr, chief ensineer of the Eric Railroad, it is given
out that the company will start work in
a few days in raising the tracks and
building the retaining wall on the building the retaining wall on the west side of the river between the Court Street dam and Clarissa Street bridge. The contract was awarded to the company by the Rochester Board of Contract and Supply on November 27, 1903, with the provision that the work be done within

six months. The expectation was that the work would be flushed last fall, in time to protect the city from the flood danger this spring. Fortunately the city escaped a flood in the spring, so there was no great rush later on the part of the city or the company to start the work. All the city offices were the city of the city o All the city officials wanted was the posi-tive assurance from the Eric Railroad that the work would be done some time this summer, and that by no cha would it go over another season. Such as-surance was given by Engineer Derr on Saturday. So no other attention will be mld to the time limit in the contract

There was a strange neglect on the part of the Eric officials in communicat-ing with the city officials for a long time er the contract was awarded. After waiting nearly six months, Mayor Cutler thought it was about time to stir things, up. So City Engineer Fisher has been for several weeks trying to bring mat-ters to a definite conclusion. Engineer Derr sald on Saturday that arger and more important work was out of the way.

From an engineering point of view, it Is not a very large job to raise these tracks and build the wall, but no effort will be made to rush the work. The tracks will be raised gradually and al the convenience of the company, so as to in-terfere in the least possible way with the operation of the Eric road below Clarissa Street bridge. Mr. Fisher said couple of months to finish the work after the start was made. Of course, as there is no danger of a river flood at this season of the year, there is no objection on the part of the city to permitting the empany to do the work in a leisurely

The Erie took the contract to do the The Eric took the contract to an work for \$17.25, and of this amount the company itself will pay over a third by way of local assessment. The balance of the cost will be divided between the city at large and the benefited property own-

The improvement from the Court bankment serving as a retaining wall. On both ends of the bridge a concrete with must be built, and the section in the vicinity of the bridge must be drained, as a lower grade is required in order to make the headway under the

The agitation for this improvement started immediately following the big fleed in 1902, and for over two years ne-gotiations have been in progress leading up to the consummation of the work it-self. A special legislative not was A special legislative not passed to legalize the proposed assess-ment against the Eric Railroad, but ulti-mately the company volunteered to approve the plans and to make no oble tion to paying a reasonable share of the cost of the work, All the residents of Exchange and ad-

lacent streets that are overflowed spring will breathe easier when the

then through

A proposition to tory was received from a man who is at tory was received from a base who is at

letter would cost \$75,000, of which \$65,000 would be for machinery and other equipment and \$10,000 would be enpital. The plan for a lace factory was given in some detail. The factory proposed would employ 100 men. The promotes of the scheme desires to find someone who will invest \$75,000 in it.

\$75,000 in it.

Yung Kwai, secretary of the Chinese embassy at Washington, asknowledged a letter from Mr. Iyes, with which was inclosed a copy of resolutions adopted at the last meeting relative to admitting to this country Chinese travelers, merchants, students, etc., and an editorial from the Democrat and Chronicle on the subject.

out unnecessary delay or inconvenience.
Yung Kwal thanked the chamber for acting on this question. The resolutions had also been sent to George W. Cortetou, secretary of the Department of Labor

was read. In this he said that the classes of Chinese referred to were soldom sent back to China or inconvenienced, and,

Railroad Station Wanted.

The merchants of Cuylerville, a place about four miles from Mount Morris, have sent a petition to the chamber, asking that it use its influence in having the Pennsyl-

rania Railroad Company put a station at Cuylerville again. The petition said that the merchants of Cuylerville were forced to go to Mount Morris or to send and re-

ceive goods at Leicester, about a mile distant from Cuylerville. The Delaware, Luckawanna & Western and the Ruffalo, Rochester & Pittsburg Ruilroads go through Leicester. The petition said that the distance to Rochester by either of

ese roads was fifty or sixty miles, while the same road it was but seventy miles

vierville was diverted from Rochester

to Buffalo. By way of the Pennsylvanus Railroad the distance to Rochester is only thirty-five miles. This matter was turned over to the Railroad and Transportation

mmittee, and assurance will be give. Cuylerville petitioners that the char

The names of the new members received

yesterday follow: Howard C. Dana, No. 201 Chamber of Commerce building:

Charles A. Hawley, No. 218 Powers build-

ing, Denniston & Company, Ellwanger & Barry building; associate members, Marth

Barry Bunding, associated Kinney, Livonia; Charles H. Ford, Clyde, Samuel Hutchinson, Pittsford; F. W. Spencer, Spencerport; Olin J. Garlock, Palmyra; W. G. Markham, Avon; B. N.

Avon; S. N. Keener, Newark; Denis

TRAVELERS

Grand Council Opens in Cham-

ber of Commerce With a

Large Attendance.

Delegates Welcomed to Flower

City in an Address by

Mayor Cutler.

It is Expected Important Legislation

Will be Transacted at Present

Session of Council.

The fourth annual session of the grand

CONVENTION

ADVERTISER:

COMMERCIAL

port: Cheetham & Transu

Buffalo, and that the trade

goods at Leicester, about a mile dis

then, only when proper credentials were

\$75,000 in it.

FLOOD COMMITTEE Chamber of Commerce to Make Invest gation-Mayor Asked to Name Committee.

Mayor Cutier this morning region letter from President T. B. Dunn of the Chamber of Commerce stating has committee had been appointed to investigate and ascertain what further preshould be taken to prevent flood damage from the Genesee river. It is ap-parent that the Chamber of Commerce thinks the erection of the flood wall along the bank of the river at Exchange str

is not all that is necessary.

In the letter of President Dunn a request is made that Mayor Cutler appoint ittee of five eto act with th Chamber of Commerce committee is com-posed of H. B. Graves, James E. Booth, L. G. Wetmore, Walter W. Powers and William C. Barry.

HERALD, FRIDAY, MAY 27, 1904.

NEW INDUSTRIES

Several Manufacturing Concerns Want To Come Here.

CLEANING OF CITY STREETS

Secretary John Ives of Chamber of Commerce Will Confer With Mayor Cutler in Regard to the Matter-Other Important Questions Before Chamber of Commerce.

A meeting of the directors of the held yesterday afternoon. In the absence of President Dunn, who is out of the city, Second Vice President George F. Roth presided. One of the matters the delay in the receipt of shipments of express matter from eastern points, more specially in New England. The bulk of the express business in that section of the country is done by the Adams Express Company, and as that company controls the express business on lines of railroad which finally reach this city via points in Pennsylvania, the ships have been routed that way, causing delay of two or three days in the de

livery in Rochester.

A communication was read from Superintendent Zimmerman of the express company, saying that the company was trying to arrange for the transfer of exmatter from eastern points to this city to another company, so that the route would be shortened and delivery

Cleaning of Streets.

A letter from Mayor Cutler to President Dunn, asking co-operation in the matter of keeping the streets of the city clean, was read. It was stated that mer-chants had been in the habit of sweeping the dirt from their stores into the streets, which were not only littered with paper, but that much dirt was no-

with paper, but that much after was not theenble as well, more especially in those sections where debris was being carted away from the burnt district.

It was suggested that contractors be requested to use tight boxes for the carting away of the dirt and debris, in order to keep as much as possible from getting the properties of the carting away of the dirt and debris, in order to keep as much as possible from getting the carting away of the dirt and debris, in order to keep as much as possible from getting the carting away of the direction of the carting awa into the street. Also to make the farm ers cart their hay and other products which were liable to blow about and litter up the streets, around and not through the principal streets of the city An interesting letter was read from the Albany Chamber of Commerce telling how the streets in that city are clean. Ordinances have been passed by meanor to throw paper or rubbish in the streets and circulars have been distributed requesting the people owesting the people of th

to keep the streets clean.
One of the members thought it would be a good plan to make the yehicles used for carting dirt from the fire district subject to police inspection, so that all the boxes used for this purpose would have to be reasonably tight and other

schools of Albany and they are instruct confer with the Mayor in regard to the steps which have been taken in Albany to keep the streets of the city clean and make clear to His Honor the fact that the Rochester Chamber of Commerce in sympathy with the movement.

Want Railroad Service.

A communication was read from In Livingston County, asking the Cham ber of Commerce to use its good office an effort to have restored the Cuyle ville branch of the Pennsylvania Rail road, which was discontinued some tim ago. In order to ship goods over the Pennsylvania the people of the town have to cart them to Mt. Morris, a dis-tance of four miles, or else ship them by

to be carted one mile to the station Under the present arrangement it is claimed that it is nearly as convenient to ship goods to Buffalo as to Rochester, and that much of the business is being diverted to the former city. Secretary Ives was directed to reply that the

this power to improve the state of affairs and the matter was referred to the sein road and transportation committ.

In reference to complaints which address to keeping the effects of the city in the committee of committees. All the committees of committees to free it is in the committee of committees to the city in the committees of committees to committee of committees to committee of committees to the city in the committees of committees to the city in the committees of committees to committee of committees to the city in the committees of committees committees of

ments over the New reported that a letter had been sent to the Buffalo Chamber of Commerce and that the secretary had replied that the trouble was not so much with the New York Central as with other roads. It was stated that there was little or no trouble except in the Black Rock district, where the freight business was handled in a very unsatisfactory manner.

A communication was read from the Grand Rapids Chamber of Commerce relative to the strike on the lakes. It was ated that local lumber merchants wer forced to pay 10 cents per hundredweight more for lumber and shingles shipped here by an all-rall route than for the rtation of the same goods who part of the distance was traversed by water. The local Chamber of Commerce was asked to co-operate in an effort to end the strike, and expressed its willing-

Railroads Refuse Concessions.

There was also considerable discussion in regard to the matter of stopovers for people en route from western points to New York City. It was stated that many buyers of merchandise were i western buyers of merchandise were it the habit of going to New York to buy goods, and that in many cases they would stop over in Rochester if permit ted to do so by the rallroad compa Overtures have been made to the officials of the New York Central, but the have not been productive of any resul It was argued by the company that such stopovers were permitted for this city they would have to be granted for other cities along the line, and that the tickets were liable to fall into the hands scalpers. Various means to obvi the latter difficulty were suggested by the Chamber of Commerce, but the latest development in the matter is a letter from Assistant General Passenger Agent Richards saying there are too many diffi culties in the way and he regrets that he is unable to make the concession.

Industries Looking for Location.

A letter was received from a man Wilkesbarre, Pa., stating that if people here would raise \$75,000 with which to start it, he would come here and estab lish a factory for the production of la curtains as they are produced in Not-tingham. England. According to the proposition, \$65,000 of this was required establish the plant and the rem r a working capital. It was shown ho the scheme would not only add one more to the many industries of Rochester, but

pay a handsome dividend, as well as give employment to about a hundred hands. A proposition was also received for the location here of a Syracuse manufacturing concern which is now running in that city and employs about 600 hands. A communication was also received from the Buffalo Mirror and Beveling Company stating that if any one wanted to invest \$5,000 and look out for the business end of the enterprise, they would bring heir machinery here and start a fac

A communication was read from th Chinese embassy at Washington, thank ing the Chamber of Commerce for the resolutions it adopted relative to the Chitive to the same subject was rece from Secretary Cortelyou of the Depart-ment of Commerce and Labor.

The following new members were ad-

Howard C. Dana, fire insurance, 201 Chamber of Commerce building; Charles A. Hawley, life insurance, 218 Powers building: Denniston & Co., general con-tractors, Ellwanger & Barry building, Associate members—Martin Kinney, real estate, Livonia; Charles H. Ford, wholesale tobacconist, Clyde; Samue on, wholesale produce and coa Pittsford; F. W. Spencer, hardware Spencerport; Denise Bros, merchants, Charlotte; Olin J. Garlock, manufacturer steam packings, Palmyra; W. G Markham, treasurer Pfaudler Company Avon; B. N. Goff, wholesale produce Spencerport; Cheetham & Transue bankers, Williamson; C. A. Dryer, pro-duce, Fairport; S. U. Calkins & Son. coa and produce, Henrietta; Aaron Barber, farmer, Avon; S. N. Keener, sash, blind and door manufacturer, lumber yard, Newark.

THROWING PAPER ON THE Albany Common Council Has Taken Up

Matter of Clean Streets, and Chamber of Commerce Favors Idea,

Mayor Cutler's request that the Chaber of Commerce co-operate with the city authorities in their efforts to keep the streets clean was discussed at the meeting of the Board of Trustees yesterday moom. The board instructed John M. Ives, the secretary, to say to the Mayor that he would have the sympathy and aid of the chamber in the work. Mr. Ives will confer with Mayor Cutler, at the suggestion of the board. The matter was also re-ferred to the Committee on Public Im-provement, of which Henry C. Brewster

It was suggested that contractors be asked to insiet that men drawing materials for them should have tight boxes on their wagons; that the ponce he instructed to call the attention of drivers to their wagons where they were scattering dirt on the streets, and that farmers be pre-vented from coming down Main street with loads of hay and other materials that

per were regarded favorably by the mem-bers of the board, and they asked Mr. tyes to call the attention of Mayor Cutler to them. The letter from the secretary lows, in part:

the dirst Dace, we have introduced into the Common Connell and passed two ordi-nances, one regarding the collection of ashes and garbage and the carrying of dirl, speci-fying the style of wagon to be used, and au-other making it a misdemeanor to throw paper or refuse of any kind in any street, north or wagont let.

ther making it a misdemeanor to aper or refuse of any kind in any street, ark or vacant lot.

The second part of the campaign is the placing in every house in the city a circular in a scaled envelope, similar to the vellow one inclosed; also, placing in every store, shop and public building in the city a circular, similar to the placing in every store, shop and public building in the city a circular, similar to the place of these two circulars.

These circulars will be followed by a circular issued by the Department of Public Safety, and these will be placed in the houses by policemen.

We have also secured the co-operation of the Board of Public Instruction, and every teacher in the public schools of the city has been requested to "take curis the application opportunities to impress applications of the confinites of the properties. The same thing has been asked in colleges.

In contrast the sympathy of the newspapers, which are from time to time publishing articles on the subject.

NO STOP-OVER 5/27 AT ROCHESTER

CENTRAL RAILROAD WON'T GRANT PRIVILEGE. . Democrato 6 pronucle WOULD BRING TRADE HERE

Wholesalers Urge That Western Business Men Be Allowed to Stop in Rochester, But Request of the Chamber of Commerce Is Refused

How to obtain better express and freight service and stop-over privileges for passengers from the West going through Rochester, were questions considered at the monthly meeting of the Board of Trusters. tees of the Chamber of Commerce y day afternoon. There was a good at-tendance at the meeting. In the absence of the president, Thomas B. Dunn, the second vice-president, George F. Roth, pre-

A number of shippers in the city have complained that it is difficult to get goods from or to small places along the line of and Syracuse. It had been said that much the same condition existed about Buffalo, but that the Buffalo Chamber of Combut that the Buffalo Chamber of Com-merce had obtained better conditions from the Central officials. In a letter from the secretary of the Buffalo Chamber of Com-merce, read at the meeting yesterday, it was said that the complaints there were against other rangoads than the Cen and that the villages and towns having es-pecially poor freight service were in what is known as the Black Rock district. Arrer some discussion this matter was re-ferred to the Committee on Railroads and Transportation, of which R. B. Sherburne

There has been a complaint to the chamber that express packages shipped from Eastern points, principally from New Eng-land, by the Adams Express Company are unnecessarily long in coming to Rochester when they reach New York, Albany and some other Eastern cities on Saturday night. In such cases, it is said, much the express goes around by way of Phil adelphia. The secretary of the chambe has been in correspondence with Adams company, and a letter from J. Zimmerman, superintendent of the company, was read at the meeting yesterday. Mr. Zimmerman said that the company was trying to make better arrangements for getting express packages to Rochester.

Central "Regrets to Report."

Several Rochester wholesale merchants have urged that something be done toward getting stop-over privileges for buyers from the West who go to New York once or twice in the year. These buyers are able to stop over in Buffalo because er its being the end of railroad divisions, but their tickets are not good for the same privileges at Rochester, Syracuse, Troy and other cities between Buffalo and New York. The chamber has been in corre-spondence with the officials of the New York Central company, to try to have the company extend stop-over privileges to merchants who would stop at Rochester, but has been unable to accomplish mus J. C. Kalbfleisch had written to the c assistant general passenger agent of the road, E. J. Richards, but a letter from Mr. Richards which was read at the ing said that the company "regretted that it was unable to make any arrangement as to stop-over privileges.

council United Commercial Travelers America is being held in this city, a a large attendance of delegates and their wives. In fact visiting delegates say that it is the best attended council ever A letter which C. C. Folimer & Con merchants, had written to Rochester business men, was read. This asked that the assistance of the Clumber of Commerce be enlisted in trying to end the strike on the Great Lakes. This firm said that the held excepting supreme councils, where delegates from all over the country are delegates from all over 150 out-of-town delegates are present, including a delegation of nearly 100 from Buffalo and oththe Great Lages. This arm said to price of carrying lumber, shingle by rail was 10 per cent. higher to boat. The secretary of the chami-authorized to write to other boa trade and say that the Rochester large delegations from Syracuse and other cities in this state, as well as from city the visiting delegates will be guests of Flower City Council, 203 a settlement of the strike.

on was well attended and the visit-

e meeting of the grand council was Plower City Council. An address of eleome in behalf of the city of Roch-eleo was then delivered by Mayor Cut-ry, who said in part: Mr. President and Gentlemen—The

hayor of a great city has a variety of pleasant things to do, and some not so pleasant; among the agreeable duties how devolved upon him is the one which ngs me here to-day heir chief magistrate, bid you welcome.

You come, no doubt, to attend to busi-

it is to be hoped and expected hat, heing so fortunate as to come to the its most attractive dress. say nothing of the hospitality of your Rochester members, there will be a com-bination, not a trust, of course, but let say an operating agreement, of busi-

A plain business man myself, I am making only a plain business mayor, not gifted in speech, preferring work to talk, and therefore saying but little on these

Do not estimate the warmth and sinerity of the greeting by a measure of ength, therefore, but believe that in these w words you have the cordial welco

your meeting and stay in Rochester It had been intended to have an ad-ress of welcome on behalf of the busi-less inen of Rochester delivered by Presdent T. B. Dunn of the Char Commerce, but Mr. Dunn having been suddenly called out of town, Secretary Ives of the Chamber of Commerce was illed upon to welcome the council M lves spoke very briefly, welcoming the visiting delegation to Rochester, and hoping that their visit to the Flower City would be an enjoyable one. He pointed out some of the advantages of Rochester from a business point of view, and told and the advances which the city he to make in the future. The welcome both of Rochester and its husiness men to the commercial travelers was a most cordial one, he said. Not only as a place of business, but as a city full of beautiful residences and points of interest, has Rochester advantages, and he hoped the visit of the delegates would be not only profitable, but pleasant. The remarks of Mr. Iyes were warmly applauded. Past Counselor C. M. Cummings then

gave an address of welcome in behalf of Flower City Council. He said in part; "As past counselor I desire in behalf Flower City Council, No. 203, to extend to all our visiting friends here to-day a generous and hearty welcome to this the fourth annual council of the order of United Commercial Travelers of America, which is to my mind the best order ever organized in the interests of Commercial Travelers. Our com-mittee has worked long and faithfully that you may have a good time whill here, and I hope you will enjoy it to the Flower City Council has done her duty and you will look forward with pleasure to the time when it is her turn again to mings' address was received with long

At noon the convention adjour dinner, and until 1:30 o'clock this after-noon, when the grand council met in by good standing being eligible to ad-

It is expected that important legisla tion will be transacted at the present council, and it is probable that some changes in the constitution will be reconmonded. These changes relative admitting of members and reg of members and rules of Should the grand council tion A. A. Gillette of Buffalo, grand cour sellor and delegate from the grand council to the supreme council, will be in-structed to that effect and he will carry the recommendations to the supreme council, which meets in Columbus, O., on June 23d to 25th. Mr. Gillette said this morning that he expected that some

the council were given tally-ho rides to points of interest about Rochester. This 1 7:45 o'clock lunch will the armory, followed by an

ire as follows : F. P. Hinkston, senior ounselfer: E. E. Ramsdell, junior coun-IL R. Kinkaid, sentinel; Lewis W. Rose E. Culhane, two years.

The grand officers of the association A. Gillett, grand counselor, Charles W. Rice, grand junior or, Brooklyn; A. H. Jessee, grand inselor, New York; C. H. Diefen-rand secretary, Buffalo; Fred B. grand treasurer, Jamest Soide, grand sentinel. New

lain, Rochester. Grand Executive Com-Stevens, Rochester: J. M. Bell, Buffalo; Ed. C. Cooper, Buffalo; A. E. Morford, Brooklyn. The programme of the convention for

to-morrow is:

9 a. m. Secret session of grand council.

2 p. m. Chartered cars will leave postoffice at 2 o'clock sharp, to take visiting
members, members of Flower City Council, No. 203, and ladies to Ontario Beach.

Keen Canadian Competition.

have resolved upon the expenditure of \$101,000,000 for a barge canal, hoping thereby to secure a larger share of th rain transportation business. It is a philanthropic project, designed to give heaper freight rates to the Western armers and build up the elevator inte sts of Buffalo and New York. But the cople of Canada mean to checkmate the forts of the people of New York; they antage, and not only are many im provements now under way but the con truction of a greatly enlarged water posed and strongly advocated by ma-

When it was opened, the Wellan anal could accommodate the largest lake eesels; but the size of the lake vesse nas been increasing, the cost of running larger vessels being less in proportie that there is now a large fleet of yes sels shut in above Buffalo and Port Co borne. It is, therefore, proposed deepen the upper level and the entranc harbors to twenty-two feet, and to re build the whole channel from the first descent at Allanburg to Lake Ontario One of our Canadian contemporaries

According to this scheme, the drop of According to this scheme, the drop of \$2505 feet necessitated by the Niagara escarpment, would be made in seven or eight locks, instead of twenty-five, as at present. In order to permit the largest lake boats the size of each lock would have to be 650 feet by 65, and 22 feet on the sills. Such an enlargement could be completed in four or five years at one-quarter of the cost of the proposed improvements on the Eric. The project has been taken up by the

Dominion Marine association and by the St. Catharines and Thorold bourse of trade, and all three bodies are trying to interest the grain men of Ontario and Manitoba in bringing the plan before the Dominion government.

toba in bringing the plan before the Do-minion government.

At present the most expensive item of transportation between Port Arthur and Kingston is the charge of 2 cents per bush-el for lightering vessels at Port Colborne and carrying the excess cargo by rail down to Port Daihousie, a distince of twenty-five miles. As lighterage could be entirely avoided by a canal of the dimen-sions proposed, the total freight rate from Lake Superior to the eastern end of Lake Ontario would be reduced by fully one-half.

If the Welland were enlarged as proposed, the deepening of the St. Lawrene route to twenty feet would then be a com-paratively small matter, and when that I accomplished, grain can very profitable be carried from Port Arthur to Laverpoo for 12 or 12% cents a bushel.

The Canadians have been very ente ttle reason to doubt that this project Ill be carried through if the Canadians find that we are really in carnest regardng the barge canal. But pending a consideration and deter

matten of this question the Canadian actual canal improvement. Fo example, at Port Colborne, the Lake Erle entrance to the Welland canal, \$2,000,000 s now being expended in harbor inirovements; the shallow harbor will b rawing twenty feet of water. Hithert have transferred their cargoes at Buffalo the Erie canal, but since the freight rates from that port to New York are much higher than those from Port Col borne to Montreal, the deepening of ntrance to the Welland canal will no turally divert much of this traffic to t Canadian route. Then, too, large appre priations have been made for stallation of an electric plant for th lighting of the canal, and for the operat ing of the locks and bridges. When the go through the canal in from eight to The general policy of Canada is keep ahead of us in canal transport

SATURDAY, JUNE 4.

RAVAGES OF CONSUMPTION

Bottom of Social Evils, Says Dr. Goler.

PURE AIR REMEDY

Dr. Leary Favors Medical School Inspection.

AIM TO DETECT DISEASE

Medical Inspector in No Case Prescribes for the Child, Says Dr. Leary, in Describing the System. Tuberculosis Penalty of Modern Civilized Life, Says Dr. Goler

At a laregly attended meeting of the Rochester Public Health Association in the rooms of the Chamber of Commerce las night, interesting addresses, the sim of which was to hasten the adoption of more intell health, were given by Dr. M. E. Leury and Dr George W. Goler, health officer. Dr. Lear: gave a report of the lectures given under the nurplees of the association, and tieps were taken towards reorganizing the a sociation. Dr. Richard M. Moore presided. Dr. Leary in his address spoke briefly the introduction of medical school just and then of the extent to which this wo had been undertaken in New York, Philade elties. He urged the necessity for measur preventing the spread of searlet fever, diph

theria and measies, and suggested a syste for doing this. Dr. Goler told of the work that had been done to aid those in the inciplent stages of tuberculosis, and outlined a scheme for the study of the disease. He spoke of the sa pital has, and he emphasized the though that tubercules is was the price paid for the

In his report on the lectures given by the pociation in the schools of the city. D eight lectures. In 1902, thirty-one lectur were given; in 1903, twenty-one lectures, and this year, sixteen. Five churches and twenty-three schools took advantage of the offer of the associatino to give lectures on how t reserve health. Dr. Leary outlined the pla which the association worked. Nearly all of the lectures, he sald, had been life trated with lantern views. Great interest had been shown in the effort, he said; the average attendance had been more than 100

Disease in the Schools.

Dr. Leary's address follows; More than thirty years ago a system of medical school inspection was begun in Germany and France. It was early dis covered in those countries that children at tending school frequently infected office children with diseases, and it was, too, discovered that the mild cases of con-tagious diseases were chiefly responsible for the spread of infectious diseases in the school, and from the school to the

school inspection was adopted in New York city, and since then other cities, like Phil-adelphia, Chicago, Boston, and a number of the progressive Western cities, have taken up this method of work, believing that it was better to protect the young from diseases than it was to allow them to contract a disease with its serious con-

Sequences and evil sequelae.

"There are three diseases from which the school children should be protected at all costs. These are scarlet fever, diphtheria and measles. It is not because these diseases kill children, but it is chiefly because of the sequelae of these diseases that we believe children should be proteeted against them. The throat, kidney brain and spinal cord diseases that follow attacks of diplatheria and scarlet fever, the deafness that follows measles, and the general bodily disturbance that follows all of these diseases, lead us to believe the the school child in its age of rapid growth ought to be protected against diseases,

How Children Carry Disease. "The florist and the nurseryman do ev

ing they can to protect young and gro ing plants against diseases. any one of the confugious diseases is no only dangerous to other school children but is dangerous to the other children is home, especially to the little children is its own household, and in the other house olds where it may visit. The child at tends school with a mild attack of ser baps, to require that the child remain ; home for more than a day or two, The does the same thing. Every such case a this can only be discovered by an intelli-gent medical man. The schools become the incubators for contagious discases. It is not only so in Rochester, it is so in 'In our own city the records of the

nd that a considera'

in the schools were

Proposed Plan of Inspection.

they can return with a certificate showing p-they are free from infection. The gen-eral plan of medical school inspection is a to have a physician go to the school in the 2 morning, look over the general sanitary de-condition of the school and its surround-ings, have referred to him by the principal or teacher any suspicious cases of skin a cruption, sore throat, sore eyes, or any man her apparent illness, and if on the exam inution of that child the physician finds to that its presence in the school may en-danger other children, the child will be it given a card to its parents stating mysician's reasons for excluding the child and asking that the child be referred to its "In no case does the medical school in- an

perfor prescribe, or in any way attend the fid-hild. His business is to discover disease, renot to treat it. A duplicate list of the re

"But this is not all. Another well known fact in support of an increased real mortality from tuberculosis over the re-ported mortality is suggested by the habit f reporting deaths from intercurr be reported as due to tuberculosis, and not

A Disease of the Poor.

"As tuberculosis is a disease of the poor, and as many of the poor affected by tuber-culosis have small insurances, sometimes it appear upon the death certificate that he died of tuberculosis for fear of losing his insurance. Doctors are but human,

and there appears broughtis or puen-menia' upon the death certificate where 'tuberculosis' should appear instead, 'Jacobi says: 'Tuberculosis kills as many people, old and young, as diphtheria, Each year more than a million people in he world die of tuberculosis. In the Un ed States over one hundred thousand peo-ple die every year of tuberculosis. Every day three thousand, and each minute of the day two persons fall before this enemy.
"In view of these facts, the Rochester Public Health Association, co-operating with the municipal administration, pro-poses to aid in helping incipient cases of tuberculosis to get well by assisting in their maintenance at the Municipal Hospital, by distributing leaflets showing in to others, how persons may avoid contract ies in providing for the disinfection houses where cases of tuberculosis have

At Bottom of Social Evils. "Through these, and other means, it imposs in the end to make a study of the

ent, for tuberculosis will be found at the ottom of all social evils

"As a tentative plan it hopes (1) to determine the condition of the consumptive with incipient disease, both by medicat and social investigation; (2) to visit his home, if he has been found tuberculous and to institute such hygienic measures as may seem necessary (distributing of pocket spittoons, disinfectants, etc., gratuitousty, if the patient is poor; (3) if other persons of the family have contracted the disease, to commed proper treatment; (4) to report to the sanitary authorities the condition of the patient's dwelling, that a sanitary examination may be made, and such means of renovation applied to the dwelling as the health authorities deem at; (5) to deter-mine the financial condition of the family, necessary, and to assist in the care of the family while the patient is getting

association calls particular attention to the valuelessness of the various drugs and serums that have been used in the treat-ment of luberculosis. It asks attention to the simple, educational treatment that similar to that which is provided at the great sanatoria in Germany, England and parts of this country. This treatment con-sists chiefly of a life out at doors, plenty of good food and confortable clothing, all under intelligent observation. We have no secret drug, no remedy. 'My kitchen is my drog store,'

Advantage of Home Treatment.

"The Municipal Hospital is not situated upon a monatain, but it is situated away from the heart of the city, where plenty of smokeless, ductless air may be obtained for the breathing. While the hospital is not upon a mountain, nor a great distance from the city, it has this advantage that the patient under treatment there gets well in the climate he is used to. He does not get well, as when he goes away to a saturatorium, in a climate that he adjust himself to, and then after a compared to the saturation of the saturation

al, then through

Mayor Cutier this morning red at a letter from President T. B. Dun of the Chamber of Commerce stating a committee had been appointed to investigate and ascertain what further precautions should be taken to prevent flood the bank of the river at Exchange

is not all that is necessary.

In the letter of President Dunn a request is made that Mayor Cutier appoin mittee of five eto act with posed of H. B. Graves, James E. Booth L. G. Wetmore, Walter W. Powers and William C. Barry.

HERALD, FRIDAY, MAY 27, 1904.

NEW INDUSTRIES

Several Manufacturing Concerns Want To Come Here.

CLEANING OF CITY STREETS

Secretary John Ives of Chamber of Commerce Will Confer With Mayor Cutler in Regard to the Matter-Other Important Questions Before Chamber of Commerce.

A meeting of the directors of the held yesterday afternoon. In the absence of President Dunn, who is out of th-city, Second Vice President George F Roth presided. One of the matters t press matter from eastern points, more especially in New England. The bulk the express business in that section of the country is done by the Adams Express Company, and as that col controls the express business on lines or railroad which finally reach this city via points in Pennsylvania, the shipmen have been routed that way, causing

delay of two or three days in the de livery in Rochester.

A communication was read from Su-perintendent Zimmerman of the express company, saying that the company was trying to arrange for the transfer of exmatter from eastern points to this ite would be shortened and delivery

facilitated.

Cleaning of Streets. A letter from Mayor Cutler to President Dunn, asking co-operation in the matter of keeping the streets of the city clean, was read. It was stated that merchants had been in the habit of sweeping the dirt from their stores into the streets, which were not only littered with paper, but that much dirt was no ticeable as well, more especially in those sections where debris was being carted away from the burnt district.

away from the burnt district.

It was suggested that contractors he requested to use tight boxes for the carting away of the dirt and debris, in order to keen as much as acceptable for. nto the street. Also to make the farm ers cart their hay and other products, which were liable to blow about and lit-ter up the streets, around and not hrough the principal streets of the city An interesting letter was read from the Albany Chamber of Commerce tellin how the streets in that city are key Ordinances have been passed b neil making it a misde meanor to throw paper or rubbish in the streets and circulars have been freely ributed requesting the people of the city to lend all the assistance they can

be a good plan to make the vehicles us be a good pian to make the ventures used for carting dirt from the fire district subject to police inspection, so that all the boxes used for this purpose would have to be reasonably tight and other-

wise suitable for the purpose.

The matter has also been brought to
the attention of the teachers of the
schools of Albany and they are instruct ing the children in municipal cleanliness, Secretary Ives was instructed to confer with the Mayor in regard to the teps which have been taken in Albany to keep the streets of the city clean and make clear to His Honor the fact that the Rochester Chamber of Commerce is in sympathy with the movement.

Want Railroad Service.

A communication was read from number of the merchants of Cuylerville, in Livingston County, asking the Cham-ber of Commerce to use its good offices in an effort to have restored the Cuylerin an effort to have restored the Cuylerville branch of the Pennsylvania Raliroad, which was discontinued some time
ago. In order to ship goods over the
Pennsylvania the people of the town
have to cart them to Mt. Morris, a distance of four miles, or else ship them by
another road, in which case they have
to be carted one mile to the station.

Under the present arrangement it is
claimed that it is nearly as convenient
to ship goods to Buffalo as to Rochester,
and that much of the business is being
diverted to the former city. Secretary
two was directed to reply that the

ves was directed to reply that the

road and transportation comm In reference to complaints which had been received relative to freight ship-ments over the New York Central, it was reported that a letter had been sent to reported that a letter had been sent of the Buffalo Chamber of Commerce and that the secretary had replied that the trouble was not so much with the New York Central as with other roads. It was stated that there was little or no trouble except in the Black Rock district, where the freight business was handled in a very mastisfactory manner.

very unsatisfactory manner.

A communication was read from the and Rapids Chamber of Commerce Grand Rapids Charles on the lakes. It was stated that local lumber merchants were forced to pay 10 cents per hundredweight more for lumber and shingles shipped here by an all-rail route than for the The local Chamber of Comme was asked to co-operate in an effort to end the strike, and expressed its willing-

Railroads Refuse Concessions.

There was also considerable discussion regard to the matter of stopovers for people en route from western points to New York City. It was stated that many western buyers of merchandise were in the habit of going to New York to buy goods, and that in many cases they would stop over in Rochester if permit-ted to do so by the railroad companies. Overtures have been pade to the offi-cials of the New York Central, but they clais of the New York Central, but the, have not been productive of any results. It was argued by the company that I such stopovers were permitted for the city they would have to be granted for the city they would have to be granted for the city they would have to be granted for the city they would have to be granted for the city they would have to be granted for the city they would have the line. other cities along the line, and that the tickets were liable to fall into the hands of scalpers. Various means to obviate the latter difficulty were suggested by development in the matter is a letter from Assistant General Passenger Agent Richards saying there are too many diffiulties in the way and he regrets that he

Industries Looking for Location.

A letter was received from a man is Wilkesbarre, Pa., stating that if people here would raise \$75,000 with which to start it, he would come here and establish a factory for the production of lacturality as they are produced in Notengham. England, According to the o establish the plant and the remaind or a working capital. It was shown ho scheme would not only add one mor to the many industries of Rochester, but pay a handsome dividend, as well as give

employment to about a hundred hands.

A proposition was also received for the location here of a Syracuse manufacturing concern which is now running in the city and employs about 600 hands. A communication was also received from the Buffalo Mirror and Beveling Company stating that if any one wanted to

A communication was read from th Chinese embassy at Washington, thank-ing the Chamber of Commerce for the resolutions it adopted relative to the Chiiese question at the last meeting of the board of directors. Another letter rela-tive to the same subject was received from Secretary Cortelyou of the Depart-ment of Commerce and Labor.

New Members.

The following new members were ad-

Howard C. Dana, fire insurance, 201 Chamber of Commerce building; Charles A. Hawley, life insurance, 218 Powers building; Denniston & Co., general con-tractors, Ellwanger & Barry building. Associate members—Martin Klinney, real estate, Livonia; Charles H. Ford. wholesale tobacconiat, Clyde; Samuel Hutchinson, wholesale produce and coal. Pittsford; F. W. Spencer, hardware, Spencerport; Denise Bros., merchants, Charlotte; Olin J. Garlock, manufacturer of steam packings, Palmyra; W. G. Markham, treasurer Pfaudler Company, Avon: B. N. Goff, wholesale produce, Spencerport: Cheetham & Transue, bankers, Williamson; C. A. Dryer, pro-duce, Fairport; S. U. Calkins & Son, coal and produce, Henrietta; Aaron Barber, farmer, Avon; S. N. Keener, sash, blind Newark.

THROWING PAPER ON THE STREETS A MISDEMEANOR Matter of Clean Streets, and Chamber

of Commerce Favors Idea, Mayor Cutler's request that the Chan her of Commerce co-operate with the city authorities in their efforts to keep the streets clean was discussed at the meeting of the Board of Trustiess yesterday after-neon. The board instructed John M. Ives. the secretary, to say to the Mayor that be would have the sympathy and aid of the chamber in the work. Mr. Ives will con-fer with Mayor Cutler, at the suggestion of the board. The matter was also re-ferred to the Committee on Public Im-provement, of which Henry C. Brewster

is chairman.

It was suggested that contractors by usked to insist that men drawing materials for them should have tight boxes on their wagons; that the ponce be instructed to call the attention of drivers to their wagons where they were scattering dirt on the streets, and that farmers be pre-vented from coming down Main street with loads of hay said other materials that

re likely to tall from the wagons. Mr. Ives had written to the Alban Chamber of Commerce, among others, at ideas as to keeping the etreets of the city in a cleanly condition. In Albany the in a cleanty condition. In Albany the chamber has begun a campaign of educa-tion for the purpose of keeping the streets clean. It has been developing its plans

or two years.

The suggestions from the Albany charge.

The suggestions from the heart has the men ber were regarded favorably by the mem-bers of the beard, and they asked Mr. Ives to call the attention of Mayor Cutler to them. The letter from the secretary of the Albany Chamber of Commerce fol-

In the first place, we have introduced in nances, one regarding the collection of ashes and garbage and the carrying of dirt, specifying the style of wagon to be used, and appear on the making it a misdemeanor to throw paper or refuse of any kind in any street.

The second part of the campaign the planton

hese circulars, hese circulars will be followed by a chiral result of Publication, and these will be piaced in the cleanliness of its streets. The same cleanliness of its streets. The same the pri-bas been asked in connection with the pri-vate schools and colleges. In connection with all of this, we have enlisted the sympathy of the newspapers, which are from time to time publishing ar-ticles on the subject.

NO STOP-OVER 5/27 AT ROCHESTER

CENTRAL RAILROAD WON'T GRANT PRIVILEGE. . Democrato Chronicle WOULD BRING TRADE HERE

Wholesalers Urge That Western Business Men Be Allowed to Stop in Rochester, But Request of the Chamber of Commerce Is Refused

How to obtain better express and freight service and stop-over privileges for passengers from the West going through Rochester, were questions considered at Rochester, were questions considered at the mouthly meeting of the Board of Trus-tees of the Chamber of Commerce yester-day afternoon. There was a good at-tendance at the meeting. In the absence of the president, Thomas B. Dunn, the second vice-president, George F. Roth, pre-

complained that it is difficult to get goods from or to small places along the line of the New York Central between Buffato the New York Central between Bullato and Syracuse. It had been said that much the same condition existed about Buffalo, but that the Buffalo Chamber of Com-merce had obtained better conditions from the conditions from the the Central officials. In a letter from the secretary of the Buffalo Chamber of Con-merce, read at the meeting yesterday, it was said that the complaints there were was said that the companies there were against other rancoads than the Centrat, and that the villages and towns having es-pecially poor freight service were in what is known as the Black Rock district. Arter some discussion this matter was re-ferred to the Committee on Radroads and Transportation, of which R. B. Sherburne

There has been a complaint to the chamber that express packages shipped from Eastern points, principally from New Eng-land, by the Adams Express Company are unnecessarily long in coming to Rochester when they reach New York, Albany and some other Eastern cities on Saturday night. In such cases, it is said, much of the express goes around by way of Phil-adelphia. The secretary of the chamber has been in correspondence with the Adams company, and a letter from J. Zimmerman, superintendent of the company, was read at the meeting yesterday. Mr. Zimmerman said that the company was trying to make better arrangements for getting express packages to Rochester.

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A letter which C. C. Follmer & Com

Proposition from Syracuse.

employs 600 men has writh ber in reference to the latter referred to the Committee on Public Im-

A proposition for establishing a lace factory was received from a man who is at the present a superintendent. For a lace company. To begin the plant doscribed in the letter would cost \$75,000, or which \$65,000 would be for machinery and other equipment and \$10,000 would be capital. The plan for a lace factory was given in some detail. The factory proposed would employ 100 men. The promoter of the scheme desires to find someone who will employ esires to find someone who will invest

Yung Kwal, secretary of the Chiuese embassy at Washington, asknowledged a letter from Mr. Ives, with which was inclosed a copy of resolutions adopted at the last meeting relative to admitting to this country Chinese travelers, merchants, students, etc., and an editorial from 1 Democrat and Chronicle on the subje-These resolutions and the cuitorial adva-cated the admission of such persons with Yong Kwai thanked the chamber you, secretary of the Department of Labor and Commerce, and a long letter from him was read. In this he said that the classes of Chinese referred to were seldom sent then, only when proper credentials were not presented.

Railroad Station Wanted. vania Railrond Company put a station at Cuylerville again. The petition said that the merchants of Cuylerville were forced to go to Mount Morris or to send and reods at Leicester, about a mile d from Cuylerville. The Delaware, kawanna & Western and the Ruffalo. schester & Pittsburg Railroads go rough Leicester. The petition said that e distance to Rochester by either of ese roads was fifty or sixty miles, while Buffalo, and that the tradthirty-five miles. This matter was turned and Transportation tfee, and nesurance will be giverylle petitioners that the cha ber will do what it can to have the statio; The names of the new members received

(B)

resterday follow: Howard C. Dana, No. 201 Chamber of Commerce building; Charles A. Hawley, No. 218 Powers build ing, Denniston & Company, Lawange, Barry building; associate members, Martin Kinney, Livonia; Charles H. Ford, Clyde-Samuel Hutchinson, Pittsford; F. W. Spencer, Spencerport; Olin J. Garlock, Palmyra; W. G. Markham, Ayon; B. N. Goff, Spencerport; Cheetham & Transie Williamson; C. A. Dryer, Fairport; S. U Calkins & Son, Henrietta; Aaron Barber Avon; S. N. Keener, Newark; Denis

ADVERTISER:

COMMERCIAL **TRAVELERS** CONVENTION

Grand Council Opens in Chamber of Commerce With a Large Attendance.

Delegates Welcomed to Flower City in an Address by Mayor Cutler.

It is Expected Important Legislation Will be Transacted at Present Session of Council.

The fourth annual session of the grand council United Commercial Travelers of America is being held in this city, with a large attendance of delegates and their wives. In fact visiting delegates say that it is the best attended council ever held excepting supreme council ever-held excepting supreme councils, whe delegates from all over the country are in attendance. Over 350 out-of-town delegates are present, including a dele-gation of nearly 100 from Buffalo and large delegations from Syracuse and oth-er cities in this state, as well as from Brafford and Eyle, Pa. While in this Bradford and Erie, Pa. While i an elaborate programme of

ent has been arranged. This morning a reception to the dele-tes was given in the Chamber of Comce parlors by the members of Flower ester and the flourishing condition

illed to order shortly before 11 o'clock y Past Counsellor C. M. Cumming of lower City Council. An address of elcome in behalf of the city of Rochr was then delivered by Mayor Cut-

F. who said in part: Mr. President and Gentlemen—The ayor of a great city has a variety of densant things to do, and some not s

ngs me here to-day.

The citizens of Rochester, through You come, no doubt, to attend to busiexpected to come to these annual

But it is to be hoped and expected rden spot in the state, in the month ochester members, there will be a comnation, not a trust, of course, but le as say an operating agreement, of business and pleasure.

" A plain business man myself, I am ding only a plain business mayor gifted in speech, preferring work to talk, and therefore saying but little on these

Do not estimate the warmth and sinorlly of the greeting by a measure of length, therefore, but believe that in these few words you have the cordial welcome

ur meeting and stay in Rochester" had been intended to have an adross of welcome on behalf of the b rce, but Mr. Dunn having been tailed upon to welcome the council. Mr. Iyes spoke very briefly, welcoming the visiting delegation to Rochester, and out some of the advantages of Rochester from a business point of view, and told of the progress made in recent years, and the advances which the city hoped to make in the future. The welcome both of Rochester and its business men to the isiness, but as a city full of beautiful residences and points of interest, has Rochester advantages, and he hoped the visit of the delegates would be not only profitable, but pleasant. The remarks of

Mr. Ives were warmly applauded gave an address of welcome in behalf of Flower City Council. He said in part; . "As post counselor I desire in behalf of Flower City Council. No. 202, to exend to all our visiting friends here to day a generous and hearty welcome to this the fourth annual council of the order of United Commercial Travelers of America, which is to my mind the mittee has worked long and faithfully that you may have a good time while here, and I hope you will enjoy it to the fullest extent, that when you go to your home it will be with the fee Flower City Council has done her duty, and you will look forward with pleasure to the time when it is her turn again to

dinner, and until 1:30 o'clock this aft. noon, when the grand council met i in good standing being eligible to ad-

is expected that important legislaand it is probable that These changes relate to Should the grand cour tion A. A. Gillette of Buffalo, grand coun sellor and delegate from the grand coun ell to the supreme council, will be in-structed to that effect and he will carry the recommendations to the supreme council, which meets in Columbus, O., on June 23d to 25th. Mr. Gillette said ant legislation would be recom by the present grand council.

the council were given tally-ho rides to points of interest about Rochester, This solnts of first 7:45 o'clock lunch will be syoning at 7:45 o'clock lunch will be served at the armory, followed by an

The officers of Flower City Council aellor, C. M. Cumming, past counsellor; C. A. Hebbard, secretary-treasurer; H. surgeon executive committee, I. T. Hames W. P. Foster, one year, T. H.

The grand officers of the association grand secretary, Buffalo; Fred B.
haim, grand treasurer, Jamestown;
l. Pixley, grand conductor, Buffalo;
rs H. Rhodes, grand page, Syracuse; York ; George H. Flowers, grand chap-Grand Executive Committee—C. A. Stevens, Rochester; J. M. Bell, Buffalo; Ed. C. Cooper, Buffalo; A. E. Morford,

The programme of the convention for

o-morrow is:

9 a. m.—Secret session of grand council
2 p. m.—Chartered cars will leave postoffice at 2 o'clock sharp, to take visi members, members of Flower City Coun-il, No. 293, and ladies to Ontarlo Reach. 2 p. m.—Ball game between councils of 5 p. m .- Supper.

Keen Canadian Competition.

\$101,000,000 for a barge canal, hoping grain transportation business. It is a cheaper freight rates to the Western rmers and build up the elevator interests of Buffalo and New York. But the ople of Canada mean to checkmate the efforts of the people of New York; the not propose to lose their present adrantage, and not only are many in provements now under way but the cor truction of a greatly enlarged was vay through the Niagara district is pro osed and strongly advocated by man of the ablest men in the Dominion

When It was opened, the Wellar anal could accommodate the largest lake has been increasing, the cost of running so that there is now a large fleet of ver borne. It is, therefore, proposed to deepen the upper level and the entrance harbors to twenty-two feet, and to r build the whole channel from the first descent at Allanburg to Lake Ontario. One of our Canadian contemporarie

According to this scheme, the drop of 35% feet necessitated by the Ningara escarpment, would be made in seven or eight locks, instead of twenty-fley, as at present. In order to permit the largest lake boats the size of each lock would have to be 550 feet by 55, and 22 feet on the zills. Such an entargement could be computed. Such an enlargement could be complete in four or five years at one-quarter of the cost of the proposed improvements on the

The project has been taken up by th ominion Marine association and by the St. Catharines and Thoroid boards of irade, and all three bodies are trying to interest the grain men of Ontario and Manitoba in bringing the plan before the Dominion

At present the most expensive item of transportation between Port Arthur and Kingston is the charge of 2 cents per bushel for lightering vessels at Port Colborne and carrying the excess cargo by rai down to Port Dalhousle, a distance of the control of the contr

all.

If the Welland were enlarged as proceed, the deepening of the St. Lawren outs to twenty feet would then be a conparatively small matter, and when the accomplished, grain can very profits be carried from Port Arthur to Livery for 12 or 12½ cents a bushel.

The Canadians have been very enter prising in canal construction and there will be carried through if the Canadian ing the barge canal.

But pending a consideration and deteiduation of this question the Canadian ire expending large amounts of money example, at Port Colborne, the Lake Eric entrance to the Welland canal, \$2,000,00 s now being expended in harbor in provements; the shallow harbor will be dredged and deepened to allow boats drawing twenty feet of water. Hither vessels drawing more than fourteen fe have transferred their cargoes at Buffal to the Erle canal, but since the freight entrance to the Welland canni will n Canadian route. Then, too, large appr stallation of an electric plant for t lighting of the canal, and for the operat ing of the locks and bridges. When the improvement is completed, vessels will go through the canal in from eight ten hours, instead of twelve to fourtee

The general policy of Canada is keep ahead of us in canni manaport

SATURDAY, JUNE 4.

RAVAGES OF CONSUMPTION

Bottom of Social Evils, Says Dr. Goler.

PURE AIR REMEDY

Dr. Leary Favors Medical School Inspection.

AIM TO DETECT DISEASE

Medical Inspector in No Case Prescribes for the Child, Says Dr. Leary, in Describing the System. Tuberculosis Penalty of Modern Civilized Life, Says Dr. Goler

At a largely attended meeting of the Rochester Public Health Association in the rooms of the Chamber of Commerce las night, interesting addresses, the sim of which was to hasten the adoption of more intelligent methods for preserving the poli health, were given by Dr. M. E. Lenry and Dr. George W. Goler, health officer. Dr. Leary gave a report of the lectures given under the auspices of the association, and steps were taken towards reorganizing the as-

by the French and German government and then of the extent to which this wor cities. He urged the necessity for measure theria and measles, and suggested a system for doing this.

Dr. Goler told of the work that had been done to ald those in the incipient stages tuberculasis, and outlined a scheme for the study of the disease. He spoke of the ac-vantages of situation the new Municipal Hopital has, and he emphasized the thought that tuberculosis was the price paid for the unsanitary conditions or civilized life.

In his report on the lectures given by the eight lectures. In 1902, thirty-one lectur three schools took advantage of the offer of by which the association worked. Nearly all of the lectures, he said, had been like had been shown in the effort, he said; the average attendance had been more than 100

Disease in the Schools.

Dr. Leary's address follows: 'More than thirty years ago a system tending school frequently infected other gious diseases were chiefly responsible r the spread of infectious diseases in

"About ten years ago a plan of medical taken up this method of work, believing

to contract a disease with its serious consequences and evil sequelae.
"There are three discuses from which the school children should be protected at all costs. These are scarlet fever, dipatheria and measles. It is not because there discussed in the control of the contro tected against them. The throat, kidney, brain and spinal cord diseases that follow attacks of diphtheria and searlet fever, the designess that follows measles, and the general bodily disturbance that follows all of these diseases, lead us to believe that the school child in its age of rapid growth ought to be protected against diseases.

How Children Carry Disease.

The florist and the nurseryman do c thing they can to protect young and growing plants against diseases. Why should we not follow a similar plan with our children and protect them against diseases in their early years? The school child with any one of the contagious diseases is not only dangerous to other school childre but is dangerous to the other children home, especially to the little children its own household, and in the other houholds where it may visit. The child at tends school with a mild attack of scar haps, to require that the child remain ; home for more than a day or two, child is as a match running aroun powder factory. In the school it other succeptible obligators in the school is does the same thing. Every such case as this can only be discovered by an intelli-gent medical man. The schools become the incubators for contagions discusses. It is not only so in Rechester, it is so in

Deaths from

cst, 362. During the same period 3,692 deaths were reported from acute and chronic diseases of the lungs, other than consumption, making a total of 7,395 deaths from all diseases of the lungs in twelve years. The mumber of deaths for

'In our city there are more deaths re-

But this is not all. Another well-

A Disease of the Poor.

"As tuberculosis is a disease of the poor and as many of the poor affected by tuber his insurance. Doctors are but human, and there appears 'bronchitis' or 'pneu-monia' upon the death certificate where

many people, old and young, as diphtheria croup, whooping cough, scarlet fever, mea-sles and typhoid fever taken together. Each year more than a million people in the world die of tuberculosis. In the Unit-ed States over one hundred thousand peo-ple die every year of tuberculosis. Every day three thousand, and each minute of the day two persons full before this enem "In view of these facts, the Rochester Public Health Association, co-operating with the municipal administration, proposes to aid in helping incipient cases of tuberculosis to get well by assisting in their maintenance at the Municipal Hospital, by distributing leaflets showing in to others, how persons may avoid contractuses where cases of tuberculosis have

At Bottom of Social Evils.

"Through these, and other means, it topes in the end to make a study of the om, for tuberculosis will be found at the ttom of all social evils.

"As a tentative plan it hopes (1) to determine the condition of the consumptive with incident disease, both by medical and social investigation; (2) to visit his home, if he has been found tuberculous and to institute such hygicale measures as any seem necessary (distributing of pocket in counsel proper treatment; (4) to report to the sanitary authorities the condition of the patient's dwelling, that a sanitary examination may be made, and such means the health author he health authorities deem nt; (5) to deter-nine the manufal condition of the family, f necessary, and to assist in the care of the family while the patient is getting

"In the treatment of tuberculosis the "In the treatment of tuberculosis the association calls particular attention to the valuelessness of the various drugs and serums that have been used in the treatment of tuberculosis. It asks attention to the simple, educational treatment that is provided at the Manicipal Hospital similar to that which is provided at the great sanatoria in Germany, England and parts of this country. This treatment consists chiefly of a life out of doors, plenty of good food and comfortable clothing, all under intelligent observation. We have no under intelligent observation. We have no secret drug, no remedy. 'My kitchen is my drug store.'

Advantage of Home Treatment.

"The Municipal Hospital is not situated upon a mountain, but it is situated away from the heart of the city, where planty of sucokeless, dustless air may be obtained for the breathing. While the bospital is not upon a mountain, nor a great distance from the city, it has this advantage that the patient under treatment there gets well in the climate he is used to. He does not get well, as when he goes away to a sanatorium, in a climate that to adjust himself to, and then a gets well there, to rendjust himself own climate after he returns hom plan of treatment at the Municipality.

lace, in the right way, and at the right offine, until he is cured, instead of as now, in the wrong place, in the wrong way, at the wrong time, until he is dead."

"The Rochester Public Health Association must aid in furnishing maintenance for the consumptive. This means a cost of about \$1.1 day. It asks your aid for this maintenance. It asks your aid in this maintenance. his maintage. It asks your aid in riving a well mother to her children; in riving well children to the mother; in riving a well father to he family, and m relping to make the dependent consive a well and independent man.

Penalty of Civilized Living.

penalty that people pay for a life in stuffy bedrooms, in stuffy living rooms and in stuffy workshops. Millions of men, women and children have paid the penalt of civilized living with their lives. How is the last new year that I shall ever see?? s the last new year that I shall ever see Or how many men that drag out a life as that one Siddartha saw when he went with Channa to view the city,

Clutched a worn staff to prop his quivering And one was pressed upon the ridge of ribs.
Whence came in gasps the heavy, painful
breath.

and then the cough choked him.

"India in the time of Buddha was infected with tuberculosis. Tennyson's 'May they have air by day, air by night, a bed-

room whose canopy is the clouds and the stars, food and rest. "We have a building. We only lack maintenance. Only \$1 a day to rescue

others. We ask you to help us."

Dr. C. R. Sumner, after commenting favorably on the papers that had been read, offered a resolution to the effect that the Health Association use its influence in curing an ordinance which would tend to abate the smoke evil in the city. The resolution was adopted unanimously.

Reorganization Committee.

the reorganization of the Rochester Public add to its membership, and to report at a meeting of the association to be held in the Chamber of Commerce rooms at 4:30 o'clock next Tuesday afternoon. The motion prevailed and the following committee

Dr. W. S. Ely, Dr. W. M. Brown, D. Charles R. Sumner, Dr. V. A. Hoard, Dr. Thomas A. O'Hare, Dr. R. M. Moore, Dr. G. G. Carroll, G. H. Walden, Mrs. V A Murphy C. C. Laney, Dr. Free erick Proseus, Hon, George A. Gilman, Joseph Crane, Mrs. W. A. Montgomery Dr. Rush Rhees, Mrs. Helen Arnold, Rev. E. J. Hannn, W. R. Seward, Rev. Dr. Max Landsberg, William Bausch, S. P. Moulthrop, John M. Ives, J. M. Wile, Rev. Dr. C. E. Hamilton, Rev. Dr. C. A. Barbour, Rev. Dr. W. R. Taylor, Mrs D. B. Murphy, Frank Fritzsche, J. S. Graham, George Webber, Max Lower thal, George F. Roth, W. C. Barry, Re-Dr. A. S. Crapsey, Professor C Dodge, Dr. Harriet M. Turner,

HEALTH IS OBJECT Association To Take Up Tuberculosis Problem Organized.

MANY DONATIONS RECEIVED

Museum of Hygiene in South Washington Street Will Be One of the Institutions Supported by the Organization-Nurses Will Go About City Teaching Care of Patients.

The Rochester Public Health Associa tion was again permanently organized yesterday afternoon at a meeting of paysickes and interested workers at the Chamber of Commerce. The constitution and by-laws of the cld organization of 1898 were adopted for the new association and many of the old executive com-

temporary chairman of the meeting, and the first important matter taken up was the election of officers. It was decided to defer the electing of a president until future meeting and also to have thr vice presidents, instead of two as pro-vided by the old constitution. It was also thought best to have three nepresent tives from each ward on the general committee instead of only two. The officers elected are as follow:

President, ——; vice presidents, D. E. M. Moore, Mrs. Oscar Crais an nry Lomb; recording secretary, Mi

Kingsbury; corresponding secretary, Dr. M. E. Leary; treasurer, C. W. Trotter, It was decided to divide the several committee into six working divisions, as follows.

Committee on Publications and Leccommittee on Publications and Lectures—Drs. Leary, Goler, Brown, Elly, Sumner, Howard, O'Hare, President Rush Rhees, Dr. F. R. Proseus, Mrs. Montgomery, George Walden, S. P. Moulthrop, Rev. T. F. Hickey, Rev. Murray Bartlett, Rev. C. E. Hamilton, Rev. Dr. C. A. Barbour, Rev. Dr. A. S. Crapear, Mrs. W. W. Armstrong, W. K. Taysey, Mrs. W. W. Armstrong, W. K. Tay-lor, Miss Eva Allerton, Miss Mary Keith, Miss Mae Curtice and Sister Marie of St.

ry, Hor. Thomas Raines.
Finance Committee—Henry Lomb, Julius M. Wile, W. R. Seward, D. B. Murphy, J. S. Graham, George Roth and A. R. Lamberton.

Museum of Hygiene—Professor Dodge

re, Max Lowenthal, H. Low ord H. C. Maine.

Committee on Building Inspection—C.
W. Trotter, Dr. Joseph Roby, Edward
Fisher, Frank Fritzsche, C. C. Laney,
John M. Ives and William Sloan.

The remaining committee, the one membership, has not yet been named.

Dr. M. E. Leary then spoke to the members of the association present, setting forth the aims and objects of the organization. forth the aims and objects of the organiza-tion and stating the progress already made and what might be expected. "Perhaps one of the most important things of our work will be," he said, "the taking up of the matter of caring for tuberculosts patients in an incipient condition within the city limits. The work of receiving such patients will be begun at the Municipal Hospital early in the fall and a certain number of them can be taken care of with the resources already at our command.

number of them can be used.

the resources already at our command.

"One of our members has already guaranteed us the expenses of two nurses who will go about in different sections of the city to give care to persons suffering with tuberculosis and to instruct the other members of their familes how they may best take care of them. Funds have also

members of their families how they may best take care of them. Funds have also been guaranteed us to bring the matter before the public in printed forms and the co-operation of all the leading men will be asked in this manner.

"Another matter to be taken up will be to have the teeth of the children in the public schools examined and in ceses where the parents of the child are too poet to have the teeth properly cared for the work will the teeth properly cared for the work will be done for them free of charge by the association of dentists. Money has been association of dentises. Along this line we also hope to do something with the eyes of the children with defective eyesight if they for children with defective eyesight if they are too poor to purchase them for them-

"And again, one of the members has agreed to donate for our use as a Museum of Hyriene and a reading room a building in South Washington Street. In this we will endeavor to show averything which we can get to show a difference between the conditions which contribute to health and those which contributed disease. In the reading room will be literature which will help our cause and altogether. I feel that we have already accomplished a great deal."

Others who spoke were Rev. Dr. Landsberg, Dr. T. A. O'Hare and Dr. C. R. Sumper, all dealing with the question of

The meeting was then adjourned until 8 o'clock next Thursday night, when the committees will come together to discuss plans for the beginning of their work.

CHURSDAY, JUNE 9,

WOULD HAVE A NEW INDUSTRY

CHAMBER OF COMMERCE IS WORKING TO THAT END.

LACE FACTORY POSSIBLE

Wilkesbarre Man Makes Proposition. Delay in Shipping on New York Central Discussed by Chamber of Commerce Committee Yesterday.

That Rochester will have a lace factor is possible, since the Chamber of Commerce is taking the matter up with such interest that a sub-committee has been appointed by the Committee on Public Interest property to purious in the matter of the committee of the committ pointed by the Committee on range of provement to inquire into the matter of getting stockholders in such a concern. H. C. Brewster is chairman of the sub-committee, which was appointed at a meeting of the Public Improvement Com-

meeting of the Public Improvement Committee held yesterday afternoon.

Two years ago a New York man named Lesser communicated with the Chamber of Commerce with the view of organizing a company in Rochester for the manufacture of lace. He wished \$100,000 raised for the erection of a factory and the installation of machinery. Mr. Lesser wished all the common stock of the company himself. He offered to permit those putting money into the concern to take the preferred stock, which was to pay

per cent, dividends.

Members of the Chamber of Commerce thought that the project a good thing, since the duty on Nottingham lace is high, and through the efforts of several who were particularly interested \$30,000 was pledged. Later facts came to light that deterred the chamber from entering into the project. The matter was dropped.

Michael Doyle returned recently from Gouverneur and was present at the meetper cent, dividends.

Michael Doyle returned recently from Gouverneur and was present at the meeting of the Public Improvement Committee yesterday. He reported that Mr. Lesser had induced business men of Gouverneur to go into the manufacture of Nottingham lace, and that they had raised \$100,000 and erected a factory in which about 240 men are now employed. One New York firm, according to Mr. Doyle's report, and the country of the company.

firm, according to Mr. Doyle's report, takes all the output of the company.
Since the offer of Mr. Lesser was declined by the Chamber of Commerce, a proposition has been received from a man in Wilkesbarre, Pa., and Mr. Doyle thinks that it is a good thing. The Wilkesbarre promoter asks merely that he be given the

Members of the Chamber of Commerce, while not inclined to run blindfolded into the offer, consider it of enough importance to make the soliciting of subscriptions advisable. The fact that one New York firm takes all the output of the Gouverneur firm leads them to believe that a similar arrangement might be made in connection with a Rochester firm.

City Engineer Fisher and Secretary Ives, of the chamber, were appointed a

City Engineer Fisher and Secretary Ives, of the chamber, were appointed a committee to see the Mayor regarding his suggestion for keeping papers and dirt from the city streets. This committee was instructed to suggest to the Mayor that an ordinance be passed making it a misdemeanor to scatter papers in the street, and to inform him that the Chamber of Comperce will do anything in its power to Commerce will do anything in its power to aid in keeping the city clean. Secretary Ives said last night:

"Papers in the streets not only detract

from the appearance of the thoroughfare but scare horses as well. If it is made misdemeanor to scatter papers persons will be more careful. I think the nuisance oc-casioned by the dropping of dirt from the wagons of contractors may be done away with without much effort."

An adjourned meeting of the Railroad Committee of the Chamber of Commerce followed the Public Improvement Commit-tee meeting. Several matters referred to the committee by the Board of Trustees of the committee by the Board of Trustees of the chamber were considered. Among these was the question of obtaining better ex-press and freight service, shippers having complained of being unable to get freight to and from small places on the New York Central between Buffalo and Syracuse

Central between Buffalo and Syracuse without apparently unecessary delay.

The committee decided to distribute among the jobbers and wholesalers shipping goods out of Rochester a slip to be sent with the invoice of the material shipped, the slip to be filled out by the consignee and returned to the consignor. The slip will show what time the goods were received, and in this way the comwere received, and in this way the com-mittee expects to be able to find where the

delay is occasioned.

The railroads say that there is practice. ly no delay, while the shippers assert that there is a decided delay somewhere. The shippers acknowledge that when the goods are once on the cars they go fast enough to their destination, but they have the idea that when they get to the destination they are not promptly unloaded. It may be that they are not loaded promptly in this city, and it is also possible that when they arrive at their destination they are unloaded on time, but that the truckmen do not collect the goods as soon as they are unloaded. Wherever the delay may be, the Chamber of Commerce is determined to

A petition from the merchants of Cuy lerville, Livingston county, was also considered. The petition stated that the station at Cuylerville, which is on the Pennsylvania Railroad, had been abandoned. It asked that the Chamber of Commerce use its influence to have the station re-opened and trains stop there. Cuylerville is about four miles from Mount Morris. To receive goods or to come to Rochester mer-chants must go to Mount Morris or Leices-ter, near-by towns. They say that the distance to Rochester by the Pennsylvania is between thirty and thirty-eight miles, while if they come over the Buffalo, Rochester & Pittsburg Railroad it is fifty and

It is about the same distance to Buffala over the latter line, and the Cuyler-ville merchants say that Rochester is los-ing trade that rightfully belongs here. tary Ives was instructed by the committee to write to the general manager of the Pennsylvania asking that if the com-pany could see its way clear to open the station at Cuylerville the village again be

put on the map.

Criticism was recently made of delay in the receipt of express packages from New England cities through the Adams Express Company. It was reported at yes-terday's session of the Railroad Committee that the service is improved and it was decided to say nothing further regarding the matter, as the company has promised

THE CHANCE FOR A STORAGE DAM Mayor Names CommitteeToWorkWithChamber of Commerce.

FLOOD REMEDIES

Relief for River Conditions Found in Law Introduced by Senator Lewis.

PROVISIONS OF LEWIS LAW AS APPLIED TO THE GENESEE

Mayor Cutier announced

Committee to Consider Tuberculosis
Question—Dra. Goler. Soble, William
and R. M. Moore, William Bausch. Interpretation of the factory of the committee to act with a similar committee from the Chamber of Commerce of the plat. The factory would be seen to the plat.

The arc Plates of the factory would be seen to the plat. The factory would be seen to the plat.

The factory would be seen to the plat. The factory would be seen to the plat. The factory would be seen to the plat. The factory would be seen to the plat. The factory would be seen to the plat. The factory would be seen to the plat. The factory would be seen to the plat. The factory would be seen to the plat. The factory would be seen to the plat. The factory would be seen to the plat. The factory would be seen to the plat. The factory would be seen to the plat. The factory would be seen to the plat. The factory would be seen to the plat. The factory would be seen to the plat. The factory would be seen to the plat. The factory would be seen to the plat. The plates the plates the plates the plates to the plates the plates the plates the plates the plates to the plates the plates

the Court Street dam to the Clarisan Street bridge, is already under way and the work will be completed inside of three months by the Eric Railroad. This however. Another plan is the adoption of a penal ordinance, requiring all the property owners on Front Street to raise the'r river walls and make them absolutely water tight, so the water car

To Co-operate With State Commission.

A new state commission was appointed by the last Legislature, and as soon as it is organized steps will be taken to re-vive the old project of building a water storage dam at Portage across the Genesee River. This is a big undertaking and one that combines with the safety of the city large commercial and industrial enterprises. Ultimately these local com-mittees will work with the state com-mission along the lines that were started by the old state commission two years

How Improvements May Be Made Any county, town, city or village le ited on a river or water course, or an erson or persons possessing raparian ights thereon, may petition the commis-ion that the restricted or unrestricted ow thereof is a menace to the public alth or safety, and may ask the ession to regulate the flow of the si

itions may be heard by Boards o

ervisors, by the Mayor or Common

ouncil of a city, by the president of oard of trustees of a village. On receipt of such petition the comon shall determine whether the regulation of the flow of such river or water course is of sufficient importance the public health or safety to warran e interference of the state. If this estion is decided in the affirmative the nission shall cause preliminary su veys and estimates to be made to de termine the cause and effect of the un gulated flow, and also as to wha

dial measures are necessary. Legislature the Final Judge.

If it shall be decided that the river of iminary plans and surveys of the ments thought to be needed shall be nade. Maps shall be prepared, a com arative statement of the property emed to be benefited, whether private public, and the way the pro rata cost puld be divided. Having done this, the nmission shall sit to hear allegations or and against the proposed improv ents. At the close of the hearings the mmission shall decide whether the im-ovement shall be proceeded with or andoned. If the former, then final aps and surveys shall be made, an hen these are filed in the clerk's office e commission shall certify the work to

he Legislature. No work contemplated or authorized v the commission shall be undertaken dess the Legislature approves each selfic improvement. If the Legislature oves, then the commission shall adtise for bids and award contracts. If he commission cannot agree with owners as to the compensation for property tken, then condemnation proceedings hall be instituted under the general

-

How Money Shall Be Raised.

When the work is completed the commission shall assess pro rata the cost on the territory or persons deemed to be benefited. It may decide whether the ent shall be levied at once or assessment shall be levied a annual installments. The determination of the commission may be reviewed in the same manner as actions of boards of Assessors in levying assessments for be-

The commission may issue heads from time to time to meet the cost of the work. These bonds shall be sold by the State Comptroller at 5 per cent interest, and deposited to the credit of the river improvement fund. If the commission judges the improvement is not a local improvement, the cost shall be assessed in the state. No improvements shall be and maintenance shall devolve on the commission and the cost therefor shall be horne by the properties stoemed to be benefited in the original assessment.

Chance for Storage Dam at Last.

The plan of constructing a storage am at Portage has been urged by the Chamber of Commerce for a dozen years, and it looks as if at last a way had been found by which this gigantic project cound by which this gustoned utilizately be brought to committee. The local committee familiar with the requirements city and the arguments that have dyanced in the past; they are prepared to take the matter in hand on behalf of the city and urge the storage dam prothe city and urge the storage has more ect on the state commission actical way under the new y Senator Lewis than in hen the arguments were in the and no practical way was open to a

nileged to be far in excess of its value, and it is proposed to unload all this stock on the Rochester Gas and Electric Com-

Similar language is used regarding the stock of the Rochester Railway Company, and the merger is relaimed to be an unlawful way to dispose of the stock at an exorbitant price. The argument is made that the consolidation will wipe out competition and is therefore a restraint on trade and against public policy. In conclusion, the plaintiffs ask that the Court adjudge the proceedings to con-Court adjudge the proceedings to consolidate as filegal and that a temporary restraining order issue until a permanent injunction can be had enjoining the stockholders from effecting the merger.

Hersed Jus 11,190 y

Sensational Incident in

Connection With Stock-

holders' Meeting.

of Gas and Electric Co.

The meeting of the stockholders of the Rochester Gas and Electric Company held at the company's offices yesterday

was attended by rather sensational

ion. The minority stockholders, repre-

chester Gas and Electric Company

brought two suits against the Rochester Gas and Electric Company and the Rochester Light and Power Company

with a view to prevent the propose

The merger was voted by the large

oon, notwithstanding the legal obje

lion interposed. Out of the 44,275 share

of the company, there were represente at the meeting 40,213 shares. Of thi

the merger plan and 3,066 shares were

came from the Judson heirs, who op-

Statement From Attorney Harris.

Albert H. Harris, attorney for the Rochester Gas and Electric Company

and a member of the stockholders' com-mittee that put through the deal, gave out the following statement for publi-

on last evening, presenting the side

"At the meeting of the Rochester Gas

morning 40,213 shares were voted, and of these more than nine-tenths were

the Gas and Electric stockholders have the right to take bonds of the new com-

pany in exchange for their holdings, which bonds will be issued only to take up the stock, bonds and real estate

nortgages of their company, and to pro-

vide gbout \$4,500,000 which can be use only for present and future needs, he the Gas and Electric stockholders are given a preference charge on the assets of the new company, and as the course of the stock of the Rochester Rallway Com-

pany is pledged as additional collateral to their bonds, it is difficut to see why a Gas and Electric stockholder should

"The statute, however, provides that

stock appraised and that the new con

stock appraised that the value as fixed by oppraisers appointed by the courf it is plain that a stockholder who I really dissatisfied, and who has no ulterlor motive, is given full protection, and that there is no necessity for the courts a plan which

him to attack in the courts a plan while

has met the approval of more than nin

Two Suits To Block Merger.

Two actions to block the merger have been started. Mary J. Hale and Georg

D. Hale are plaintiffs in one actic Mary Hale owns 866 shares of the Roc

ester Gas and Electric stock; George D.

\$5,000,000, and its bonded debt is \$6,500,000.

slev Light and Power Com that it has a bonded debt of \$500,000, has

naver paid any dividends, and its property does not exceed in value \$200,000. The value of the Rochester Railway

Company property is given at \$6,000,000,

common stock of the company.

Will Destroy Their Property.

The plaintiffs claim if the proposed morrer is put through, it will destroy the value of the preferred stock of the

proposed issue of stock and bo

one in excess of the market v

idens in excess of the market value in a property and the corporation will forced to pay large sums of money interest and dividends. The price 4 the holders of the stock of the sheeter Light and Power Company is

dissatisfied with the plan.

her 37.147 shares voted in favor of

majority of the stockholders, yes

voted against it. The negative

of the majority stockholders:

and Electric stockholders hel-

oted in favor of the consolida

STATEMENT FOR DEFENSE

vote on the merger with the

ATTORNEY HARRIS ISSUES

Suit of the Judson Heirs.

In the second action the plaintiffs are Mary M. Judson, as executive of J. Leg Judson, Charles E. Judson, and Mary A. Judson, as executive of Mary G. Mack. The Judson helps represent 1,887 shares OBJECTION FILED of preferred slock in the Rochester Gas and Electric Company, The allegations in the Hale suit are followed in the Two Suits Brought by Judson The value of the Rochester Light and Heirs To Prevent Merger

The value of the Rochester Light and Power Company is placed at \$250,000, and it is claimed the Mockbolders of this company will receive \$2,500,000 in exchange for \$500,000 south of preserve and money. There will be beauty for \$2,500,000 of the volument stock of the raffway company \$3,000,000 of the preferred stock of the new company an bonds of the consolidated company may be used to dequire further common stock that it can be issued as the rallroad company sees fit.

\$5,000,000 in Water.

By the whole deal, it is alleged that more than \$5.000.000 of "water" will have been inserted into the bonds and stock of the consolidated communy. The total \$16,000,000 or bonds of the consolidated company, it is nileged, will be of doubtful validity and it will be difficult to sell such bonds; hence the plaintiffs de-mur at being obliged to accept such onds to payment for their present hold-

John A. Barbite appears as attorney for the Hales; Poots, Perkins and Havens as altorneys for the Judson heirs.
Although the request is mode in the papers for a temporary infunction to resirain the stockholders from voting on the merger, followed by a permanent in-junction, no move was made before any judge yesterday to procure a court or-der and the merger was voted, as stated,

at near yesterday.

A meeting of the stockholders of the Rochester Light and Power Company was also held yesterday and the merger voted by practically a unanimous vote.

According to the statement issued by Attorney Harris last night on behalf of the majority of stockholders, if the minority stockholders have any real grievance, they can have the value of their holdings appraised and receive the amount in each without going to the court to attack the merger, thus alleging indirectly that the court actions are not brought in good faith.

The outcome of these legal actions, if pressed, will be of great importance to the people of the city who are directly interested in the doings of these public sorvice corporations. Why the filling of these complaints and summonses was not followed by the procuring of a temporary injunction from some judge yesterday morning so as to present the stockholders of the Respector Constitution. stockholders of the Rochester Gas and Electric Company from ratifying the merger yesterday noon is not explained. A temporary injunction could be had, practically for the asking, if a proper bond had been put up and then the mestion of a permanent injunction could have been fought out in the courts the merger that has been already apoved is a question that is puzzling the

DEGREE OF POCAHONTAS. Woman's Auxiliary to Red Men'z Or-

der Opens Convention To-day
Over 150 delegates fore expected at the
opening session of the eighth annual
convention of the Great Council of the auxiliary to the Improved Order of Rad Men, in this city to-day at the Chamber of Commerce Building. The bendquar-ters of the delegatos will be at the New the company has earned 6 per cent on the preferred stock and 1 1-2 per cent Osburn House where an informal re-ception was held last evening by the local delegates and the out of town the common stock; that there re-ning in the treasury a surplus of \$345,-174. The property of the Rochester as and Electric Company is valued at visitors.

The most important feature of the The most important feature of the convention, outside of the election of officers for the ensuing year, will be the banquet at the New Osburn House, which will be held Wednesday evening. There will be covers tail for 250 at this banquet, but there will be no speaking, only the welcome by the great prophet-To-day the convention will be opened at the assembly rooms of the Chamber of Commerce. Mayor Cutler will extend

to the delegates a welcome in behalf of the city of Rochester and Mrs. Anna M. Powell, great prophetess, will respond in behalf of the delegates. The delegates will then present their credentials and a committee will be appointed to look In the afternoon the annual election of officers will be held, followed by the reports of the various officers. In the evening the delegates will attend the performance at Cook Opera House in a hody. Wednesday the morning session

will be devoted to routine matters and

will go to Charlotte in open cars.
Thursday will be devoted to sight point out to them the various places of

interest in the city and suburbs.

The present officers of the Great
Council are: Great prophetes, Mrs.

Anna M. Powell: great Wenoma, Mrs. Mary P. Goar, Syracose; great Minne haha, Miss Lillian Morgan, Schemenady, great keeper of records, Mary E Bachler, New York; great keeper o wampum, Mrs. Elizabeth Schemkler

President, Mrs. Anna M. Powell; vice president, Mrs. Minnie Sprague; secre-tary, Mrs. Jonide Smith; treasurer, Miss

WANTS SUBSIDY FOR A LAKE STEAMBOAT LINE

Toronto Man Proposes That City of Rochester Gran Him \$7,000 a Year for Three Ward Raiso / / / A Toronto man who is a director of the Central Ontario Railroad Company and is connected with a steamboat company and

Mayor and the Chamber of Commerc making a proposition for running a line of steamers from Toronto to Rochester during ight months of the year. John M. Ives, sec tary of the chamber, has been investig ing the steamboat service between here and Toronto, and, as well, the railroad service, and believes that such a service as that roposed would be a benefit to Rochester

The Toronto man's offer is to run passenger teamers, American bottom boats registered u the United States, every day for eight nouths in the year from Toronto to Rochester much cheaper rates than those now in efet if Rochester will grant him a substill of \$7,000 a year for the first three years, to help maintain the service. The rate the Tor-onto man offers is \$1.50 for one way and \$2.50 for a return ticket.

Mr. Ives said yesterday he would like to

ceive suggestions as to the Toronto prop sition. In speaking of the present ser-

"To go to Toronto and return now costs \$4 for the trip and either \$1.50 or \$2 for a berth; the inside berths are \$1.50 and the outside berths \$2. You leave here about 11 clock at night and get to Toronto early in the morning. You return in the daytime. Thus, you lose a night's rest, practically, and a day in returning, and the trip costs you a

Central Railroad and from Lewiston to Tor onto and return for less. The round trip by this route is \$5.05. The trip by the Central's route is longer, but it takes less time to make it, and you may leave Rochester now by six different trains during the day. The distance from here to Toronto by the all-water route is about ninety miles, while the dis-tance by way of Lewiston is about 125 miles.

"Where the steamship lines have no com petition, the rates are exorbitant. For in-stance, to go from Rochester to Port Hope, a distance of about forty miles, costs \$2.75 one way; to go and return, \$4.35. It costs more to go to Port Hope or Cobourg than it does to go to Toronto. Where there is competition, the rates are reasonable. You may go to the Thousand Islands for the same as across to Port Hope- \$2.75 one way and \$4.35 return. More instances of the

are the oad

henefit to be derived from a more care-ful study of botany and deplored the grave deficiency in powers of observa-tion displayed by younger members of Dr. H. C. Allen was then introduced and told of the rapid growth in numbers and influence of the institution of which he is president. A discussion of homeopathic philosophy was then started, with Dr. Close as chairman. Dr. E. B. Nash read the first paper, "The Science of Lymptoma-tology." The discussion of the paper was not concluded until the adjournment of

the morning session at 12:30 o'clock.

At the afternoon session a paper was given on "Practical Lessons From the Organon and Chronic Diseases," by Dr. Allen, followed by a discussion on the subject. A paper on "Where the Similisubject. A paper on Whate the similar mum is Supreme," by Dr. J. B. Campbell, and one on "The Distinctive Peinciple of Homeopathy," by Dr. W. L. Morgan, were read and discussed. Among the specially interesting things at the after-Dr. A. E. McNeil of San Francisco, star-ing that a German specialist had ag-knowledged that death may be caused by the suppression of eczema, a position which has been taken by the homeopa-thic school of physicians for something

International Hahneman

Association in Sersion.

A THREE DAY'S CONVENTIO

Convention Opened at Chamber of

Commerce Assembly Hall Yesterday

Morning-Three Sessions Were Held

and Interesting Papers Discussed-

The 25th annual meeting of the Inter-ational Hahnemannian Association

opened in the assembly hall of the Cham-

and to-morrow. Three sessions were

held vesterday, the evening session lasting until well into the night, as there was a large number of papers to be read,

as well as other business to be trans

acted. There was a good sized attendance from various cities in the Unite

States and Canada. Among the prom

nent members of the society who were present at the sessions yesterday were: Dr. C. M. Boger of Parkersburg, W. Va.,

treasurer; Dr. Stuart Close, Brooklyn

Dr. S. P. Waring, Chicago; Dr. William Morgan, New York; Dr. E. B. Nash, Cortland; Dr. H. C. Allen, Chicago, pres-

ident of Hering Medical College, one of

Brooklyn; Dr. E. E. Case, Hartford, Conn.; Dr. Alice B. Campbell, Brooklyn; Dr. Isaiah Dever, Cortland; Dr. Joseph

Howland, Auburn; Dr. A. E. Austin

reports of the secretary and treasurer These developed nothing of public inter

est, showing, however, healthy growth

on the part of the association, Ir, open-

on the part of the association, it, open-ing his annual address to the assembled delegates, Dr. Boger said:
"To-day we assemble in this beautiful city of Rochester and at the same time mark the quarter century of our exist-

ence as a society; the vicissitudes through which the association has passed in these years have largely been those

united body, giving the fairest promise of future usefulness in keeping and propagating pure homeopathy. The

spirit bequeathed us by the fathers of our science and their immediate succes-sors, among whom we number many of

the founders of this association, is alive

and active in our midst and will remain so as long as we make the cure of the

sick our chief aim; should the day ever

dawn when political preferment, honors or appliause of the multitude appeal to

is more than the cry of the distressed,

increased recognition of Hahnemanulan teachers in the faculties of medical in-stitutions throughout the country. No open overtures, he said, had been made

for a union with the American Institute of Homeopathy, which closed its con-vention in Ningara Falls last week. The

American Institute of Homeopathy is the senior and the larger society, but

Dr. Boger called attention to the great

we will go into deserved oblivion."
(continuing, Dr. Boger stated that the years just passed had been marked by

inherent to young organizations and now

New York.
Dr. Boger, the president, called the convention to order and called for the

Distinguished Physicians Here.

over a century.

The meeting was called to order again promptly at 8 o'clock and more papers were read and further discussion folwere read and further discussion fol-lowed. Then adjournment was taken un-til this morning. There is yet consid-erable business to be transacted and a large number of papers, which are of great interest to the medical fraternity but of little interest to the public be-cause of the large amount of technical matter in them, still remain to be read. Arrangements have been made to give the visitors a tallyho ride through the city this afternoon many as possible of est. The party will a

and then return by way of Lake Avenue. Due to Mt. Hope

Tireplad, then for

ROCHESTER! THE "FLOWER CITY."

The Place In Which To Live, To Make Shoes and Do Business.

HE annual output of the shoe factories of Rochester exceeds \$10,000 .-000. The writer has been asked t state why Rochester has been thus favored. The answer is: Business reasons

Chamber of Commen

A second reason why Rochester has become a shoe center is that the workingmen and women are pleased only are provided with light and airy

lighted bustling

streets; its elec

tric and steam

service to Lake

Ontario with its

dozen summe

resorts, quietly

conducted, with

their free band

walks and beau

tiful flower gar-

see with its ex-

ellent boating

erts five times

week by the

best bands in

western New

facilities, com

mon, high and

neir children

and young peo-

Rochester with

a will to secure

an education

for detached

cottages. (there

being few apart

ment houses in

another reason

for working peo

ple being so sat

sfied with this

city. Almost

Rochester),

alone. Capital seeks localities where it can secure cheap buildings in which to work, but the city itself appeals power and rent, reliable and intelligent help, good shipping to them through its healthfulness (the death rate for the past and banking facilities, up-to-date schools, low taxes, pure eight years being less than 14 per thousand),

drinking water. good sewerage and a clean city morally and physically Rochester possesses all these attributes in a remarkable de gree, hence the ever - increasing growth of not only the shoe industry, but of all others locat ed in the City of

the Genesee. Rochester pre-eminently. city of homes. per cent. of its inhabitants own which they live. This is an excellent showing and makes for peace and prosperity. Its influence is shown on the working men and women of Rochester and more moral lives. In fact, there has been no difference any moment be and employee in the shoe factories here for seventeen long years. Certainly a record which can be referred to with pride,

To be exact, 48 only the highest

compelling the most intelligent workmen, is the sole product surrounded by a yard filled with trees and flowers which has of Rochester's shops. Thus, infrequency of strikes is one changed the pelling of "Flour City"—the name Rochester potent reason why manufacturers establish factories in Roch- was formerly nown by-to "Flower City," Rochester being

A GLIMPSE OF STATE STREET, ROCHESTER.

situated in the garden of the Genesee valley, all kinds of veg-

that it is not feasible to make a narrow out of Irondequoit bay."

The last congress appointed a commission on merchant marine, composed of senators and congressmen. It was expected that this commission would visit the principal cities of the country during the summer but it will not sit outside Chicago, Cleveland and Detroit.



company and other large mancing of terests which have invested heavily at Charlotte. I mention this fact just to show what the Irondequoit bay advo-cates will have to meet, in addition to the report of the government engineers that it is not feasible to make a harbor

IN SENECA PARK, ROCHESTER

tables are grown and supplied at prices which stagger the that some other Rochester manufacturer will learn they are in visitor from other cities. A public market is hold throw those weekly and enough vegetables can be obtained any merket day for twenty-five cents to last a small family outil the day

Rochester possesses one educational hydrollon somewhat unique in its potentiality for good, in its Mochanics, Institute in all the subjects that pertain to the daily routher sead some business your way one of these days of home work, including

nousekeeping, sewing, milcal culture, home nursing. one There are both day and night classes, supervised by sixty-two instrucors. Tuition for the term of seven months is given at the low rate of \$4 Three thousand stu-

cookery, laundry work,

dents attend this great school; a remarkable showing and a monumental tribute to the farsightedness and wisdom of Rookester's leading philanthropists and business med-

And now just a word in closing about Rochester per why it is a good place (we of Rochester think the last) has business or workingmen. It is a city of convenient size, with for all and all for one" would be a good motto to bear in mind. a population of about 175,000. Thanks to the electric buildy system a business man can be landed anywhere within the city fimits within 15 minutes. Sunday is well abserved Rachester and the city boasts of some of the finest churches. last music and brightest preachers in the country. Pire large theatres eater to the amusement loving. Elever railroads enter the city, which give frequent excursions to different parts of the country. The Eric canal and Lake Ontario atford sulpment by water. The tax rate is as law, and the city as well policed as any in the country. Three thousand are lights make Rochester the best lighted city in the I died. the Mnore-Shafer Mfg. Co. States. Vice and fight never dwell together

The Genesee river, which falls 260 feet within the city limits, is capable of generating 30,000 herse power, and a merger between the gas and electric and street raffroad companies, at this writing in progress, is expected to increase itenergy of the river by an additional 20,000 horse power. The water supply of the city is brought 30 miles from Hemlock lake, the city owning both lake and watershed.

Rochester is nearer the coal helds of Pour sylvania than any other large northern city and has its own railroad to the mines, hence, cheap fuel is always obtainable. Time nor space is no ours to further enumerate the many advantages of the "Flower City." Sufficient to say, however

hat "the half has not been told," but more will be given to any applicant by addressing the Socretary, humber of Commerce, Rochester, N. Y.

ALL PULL TOGETHER FOR ROCHESTER.

le not rud of place for The Shoe Retailer to sug goal the great good that would be accomplished. for Rochester shoemaking if the manufacturers, one and all, patied together for the city's good. It is an open secret that time and again shee buyers, after making purchases at one factory, are hustled to the station and almost jammed into a coach for fear

movir and will my to sell them a bill of goods.

Now this is not the right spirit. If a man buys his women's shoes here why not encourage him to buy his misses, and children's shoes in Rochester also." Where can be find botter goods of this class than in Rochester". If you sell him goods to retail at \$3.50, \$4 and \$5 why not sugest to him that he bouses in a magnificent new building 280x312 feet to also, two can get some rattling good medium priced women's shoes stories and a basement. In this building are ranger and only here also, and direct or accompanying him to one of the fac-English, German and mathematics, but chemistry, tree tories where these goods are made? Tell him that boy shoes hand and mechanical drawing, manual training in wood, are made in Rochester, and crackerjack cacks and sof soles, manual training in Iron, painting, architectures pigysirs, that out of the old way. Do your neighbor a good turn and electricity, steam engineering, also practical instruction help Rochester! It won't hart you, for maybe somebody will A manufacturer of high

class shoes sald recently "I don't owe anything to the other Rochester

mamifacturers. When ket Inquire for high grade thos do you think for a noment that they are didirected to me? Not on your life. They are steered tight out of town."

There is a good apportunity for the extension of sales of all times of Rochester made toolwear If a more agreeable and friendly spirit were manifested by Rochester manufacturers in an attempt to save to Rochester trade-that which now goes to other cities because of the practice mentioned above. "One

BROCKPORT, N. Y.

D ROCKPORT is so near Rochester that by travelling men it is put down under this head. In reality it is a beautiful suburban town, reached by steam cars in a half hour ride from the center of the very With a population of 3,500 industrious people, Brockport (s oringipally a manufacturing town, making shoes, farming inploments, plans cases, etc. Shoomen visiting Rochester seldom fail to run up to Brockport to inspect the big factory of



IN GENESEE VALLEY PARK, ROCHESTER

John M. Ives Has Name of City Put on Front Page of Time-Table.

A time-table for the Western division of the New York Central which has just been issued reads "Time of trains between Syracuse and Rochester, Buffalo, Niagara Falls, Suspension Bridge." This is the latest time-table of the Western division issued by the company, and is the first to have "Rochester" inserted in its description title.

A short time ago John M. Ives, secre-A short time ago and the strength of the Chamber of Commerce, called the attention of George II. Daniels, general passenger agent, to the fact that the name of Rochester was not in the title, and Mr. Daniels said that he would have it inserted in the next table issued.

MR. BURTON MAY COME HERE

Port Express 16/64 Congressman Perkins Expects His Colleague in Rochester.

HE IS A NATIONAL FIGURE

AsChai rman of Rivers and Harbors Committee He Controls Appropriations for Such Improvements.

It is quite probable that Rochester will be honored with a visit this summer from the rivers and harbors' committee of congress, or, at least, from Chaleman Burton, who is the ruling power in the committee and in congress as well when appropriations for and improvements of

rivers and harbors are concerned. Congressman Alexander has receive assurances from Chairman Burton that his committee will visit Buffalo in the course of the next few weeks. It will be recalled that Mr. Burton was invited to attend and address the banquet of the Rochester Chamber of Commerce last winter. He could not arrange his enhe promised Congressman Perkins that

he would visit Rochester and inspect the Charlotte harbor and also Irondequoit bay. Mr. Perkins wrote to Mr. Burton a few days ago reminding him of his promise and he expects to be notified of the date of the arrival in a few days.
When the distinguished visitors come
they will be entertained and shown
around by the members of the Chamber erce, the city officials of Rock ester and other prominent citizens of the

Flower City, A visit to Rochester from the chair man of the rivers and harbors' commi ness center and the advantages which ness center and the advantages which would accrue from the improvement of the Charlotte harbor and other things. Then, when Congressman Perkins urges a liberal appropriation the chairman of the committee having the matter in charge will be disposed favorably and will be primed with arguments with which to swing his colleagues into line. which to swing his colleagues into line.

It is probable that when Mr. Burton romes here the advocates of the project to make Irondequoit Bay a port of entry will be on hand prepared to advance their arguments. It was learned to-day, however, that if the United States government should decide to make Irondequoit bay a harbor that it would abandon that at Charlotte, Congressman Perkins said to-day: "It is certain that the Federal government never would consent to maintaining two harbors so close together. If it chose the one it would abandon the other. A proone it would abandon the other. A proposition to abandon Charlotte would evoke a storm of protest from the Buf-falo, Rochester and Pittsburg, the Rochester and Pittsburg Coal and Iron con

Road Over River. INDORSED PLAN

Chamber of Commerce

Trying To Get New

WANTS ROAD ON

Mr. McClintock Showed Feasibility of the Scheme Yesterday Afternoon.

DRIVEWAY OVER RAILROAD BRIDGE AT CHARLOTTE

A meeting of the Pubec Improver nittee of the Chamber of Con was held yesterday attransor for the purpose of taking some action to see it would desire to locate in Rochester. The which desires to locate in Rochester. The

the new bridge which is to be built at Charlotte on the Rome, Watertown & Ogdensburg division of the New York Central could not be made a "double decker," with a roadway for horses and carriages overhead. It is said that this s entirely within the range of engineer ing possibility and is also the only way that a readway in this locality, which it is admitted by all is a matter of public necessity, can be obtained. It is proposed to get the railroad company to act in ection with the Chamber of Com-

Mr. McClintock's Plan. An interesting address, which clearly explains the whole matter, was read by County Engineer J. Y. McClintock, who

watering places along the Atlantic coast have been developed. Within thirty years summer homes have been estab-lished along nearly the entire coast of New Jersey, Long Island, much of the Massachusetts coast and to a great ex-tent on the Maine coast. One result of this has been to create in those districts otherwise barren, immense values in improved property; and every year tens of millions of dollars are spent in paying for local supplies and labor. The custom of going to the seashore for the summer is one that promises to endure, and there is encouragement for far and there is encouragement for fa

greater development.
"Monroe County has 37 miles of coast
on the deepest of the great fresh water
inland seas. It has a climate invigorating and pleasantly variable. It is as beautiful and attractive to thousands of families living away from the water as

ecsable to them by reason of its prox-imity. The shore sweeps in graceful curves around great coves and bold headlands, and its general direction being east and west gives the most splen-did effects of morning and evening, of storm and culm. The storms of Ontario

compare with those on the ocean shore.
"This coast is broken by seven bays, all of them varying in their beauty, and some of large extent, like Irondequoit Bay, which will compare in beauty with ful parks and under frowning bluffs fa into the city of Rochester and terminat-ing at the foot of the great falls, which are second only to Nugara. Fragments of the primeval forest with great trees and the delicious green sad of mowing fields descend to the very shore. This coast is backed up by the richest fruit growing and dairy country in the state

An Isolated Country.

"A curious feature of this shore is its isolation. One cannot get from place to place along it. There are some thirty to forty highways which come down to the lake and stop, so that the only possibil-ity, generally, of enjoying the lake is to drive down one of these roads and turn and go back the same way.

"The one thing needed to open up this magnificent shore for the enjoyment of summer residents throughout its whole length is a noble highway as near to the

ster, there is a rough road which line to be improved by the state, a will form a part of such a contil lake road. It should be extended the Sea Breeze to Charlotte and at as far as Meniton Point.

The one great difficulty in the way uliding such a road is the crossing sting little ferry with its big danger big toll does not and will not answer purpose. There should be a highy bridge across the Genesee River at Ch otte, not only for the purpose of the great lake road, but for the benefit of the local development which is bound to

o Irondequoit Bay and the lake. In viev while Hon. Charles S. Baker, who w our efficient Congressman for severi years, asserted to a committee of the hamber, that it would be as easy to g evement of Rochester harbor as it is

ow to secure \$10.000 for Charlotte.
"It is not possible to believe that as ong as Charlotte harbor as to be mai ained for the benefit of navigation, that the United States government will permit the building of any other bridge orth of the existing Rome, Watertow ogdensburg Railroad bridge. It could not be done without ruining the harbor, herefore, we will be debarred from ask-

A Double Decker Bridge.

The only practical way of securing a highway here, where it is most needed, is in connection with the railroad bridge, so as to have the one bridge across the harbor serve both purposes.

"The existing bridge is a very heavy ouble track swing bridge, 308 feet long. The railroad company is preparing to replace it with a stronger bridge during the coming winter. This bridge can be made so as to carry a broad highway above the railroad track; then by build- le above the railroad track; then by building a new road diagonally from the eastern boulevard, rising on an easy grade
to the east end of the proposed two-story
bridge, and a new road diagonally from
the west end of said bridge through the
lighthouse lot owned by the United
States government, on nearly a level
grade over the various railroad tracks to
the west side boulevard, a continuous the west side boulevard, a continuous highway will be secured. It is probable that the cost of modifying the railroad bridge and putting on a highway would not exceed \$50,000; and this might be done this year while the comphroaches could be deferred. With-detailed plans and estimates, it orldge and approaches might not exceed

"If the matter is delayed until the of course this plan implies friendling on the part of the railroad officials, and willingness to enter into some arrange-ment mutually advantageous. It may well be believed that their interest in the development of this section, which must inure to their benefit, will prompt them to meet us on a fair proposition."

Indorsed by Chamber Committee

The matter was quite fully discussed

"The Chamber of Commerce realizes the mportunce to the city of Rochester and he County of Monroe of improved facilities for crossing the Genesee River to the north. It heartly commends the ef-forts now being made by the Board of supervisors looking toward the erection of a bridge at or near the Ridge Road and tenders to that board its co-operation and assistance to that end, and

Whereas, we believe this to be a favorable opportunity for the city to farther provements in the same direction. The W. & O. Ry. Co., proposes to rebuild the swing bridge at Charlotte. We favo a double decked bridge, the upper deck to be used as a highway to connect Lake Avenue with North St. Paul Street. Such a bridge would be a great conver lence and is quite within engineering

"Resolved. That a committe be ap pointed to take the subject in charge, to confer with the railroad company and to bring the results of said conference to the attention of public officials.
The following committee was app

Everest, George J. Ouks, J. Y. McClin-

Historic Scrapbooks Collection The Demand For Lighway and Bridge Conveniences in the Lake Sho Conveniences in the Lake Shore Vicinity.

tablishing at a comparatively small cost a highway across the river at Charlotte in connection with the proposed new Rome, Watertown & Ogdensburg bridge will be made the most or. That there is no highway at present across the river at Charlotte indicates a woeful lack of enterprise on the part of the county. The Public Improvement Committee of the Chamber of Commerce has taken hold of the matter, and it presents to that organization an opportunity of doing a really large service to the community in securing from the railroad company permission to establish a roadway in connection with the new radiroad bridge and inducing the county officials to make an appropriation for the work,

It seems incredible that the fine opportunity presented for establishing a roadsway for ordinary travel across the river at Charlotte in conjunction with the railroad bridge should not be taken advantage of because of the failure of public officials to act. The only thing that should be allowed to stand in the way of the undertaking is the power of the railroad company to defeat the plan. However, as County Engineer McClintock points out, the development of the contiguous territory that the proposed bridge would encourage would inure in a measure to the benefit of the raliroad company, so that 't is not apparent that it can have any fair objection to

It is considered essential that this double bridge project should be realized if it is to be possible for the country to bridge the river at Charlotte. It is declared that the United States government would not consent to another separate bridge in the vicinity of the railroad bridge because it would seriously interfere with navigation. It is also declared that the cost of an entirely new bridge might be prohibitive. Relative to the feasibility of the double bridge project County Engineer McClintock makes the following interesting statement:

"The only practical way of securing a highway here, where it is

"The only practical way of securing a highway here, where it is most needed, is in connection with the railroad bridge, so us to have the one bridge across the harbor serve both purposes.

"The existing bridge is a very heavy double track swing bridge, so feet long. The railroad company is preparing to replace it with a stronger bridge during the coming winter. This bridge can be made so as to carry a broad highway above the railroad track; then by building a new road diagonally from the eastern boulevard, rising on an easy grade to the east end of the proposed two-story bridge, and a new road diagonally from the west end of said bridge through the lighthouse lot owned by the United States government, on nearly a level grade over the various railroad stracks to the h the lighthouse lot owned by the University a level grade over the various railroad stracks to the Side boulevard, a continuous highway will be secured. It is probable that the cost of modifying the railroad bridge and putting on a highway would not exceed \$30,000; and this might be done this year while the completion of the approaches could be deferred. Without detailed plans and estimates, it seems impossible that the whole cost of bridge and approaches might not exceed \$100,000.
"If the matter is delayed until the new bridge is completed, it is very probable that the cost would be prohibitive."

Mr. McClintock calls attention to the fact that the inviting lake shore of Monroe County is in a large degree isolated owing to the lack of enterprise on the part of the county in opening and developing avenues of access to it. There are no avenues and worthy conveniences for getting from place to place along the shore. He points out that there are from thirty to forty highways running down to the lake where they end, and that they practically confine enjoyment of the lake to the sections at their termini, one who drives to the lake being generally forced to go back the same way. He maintains that there is a great need of a good highway along the lake shore from Sea Breeze to Manitou and a connecting bridge at the river, not only to open up a magnificent shore to free enjoyment along its whole length but in the interest of desirable development around Charlotte harbor.

Mr. McClintock believes that the growth of Rochester to the lakeside would be considerably promoted by the proposed road and bridge improvements, and he points to the desirability of such growth in increasing the interest of the government in Charlotte harbor improvements. When the city calls upon the government for improvements of the harbor, he says, it will be as easy to get an appropriation of \$1,000,000 as it is hard for Charlotte to get \$10,000 now.

There is no doubt that Mr. McClintock is right in most that he has to gay upon this subject, and it is the duty of the county officials to give the matter the earnest and immediate consideration that it calls for,

THE EVENING

OFFICIAL PAPER OF CITY AND COUNTY.

THE EVENING TIMES COMPANY

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False Claims of the Street Railway Company as to Tax Paying-A Way to Make It Pay Its Share.

The Mayor has presented some cold facts retalive to the impositions of the street railway company upon the Rochester public that must send a chill coursing up and down the spine of the CERTAIN POWERFUL LOCAL INTERESTS THAT HAVE HERETOFORE ALWAYS BEEN SUCCESSFULLY INVOKED TO PROTECT THE COMPANY FROM POPULAR INDIGNATION AND TO DISCREDIT THE COMPLAINTS, AND UPON WHOM NOTICE HAS BEEN SERVED BY THE PRESENT MAYOR THAT PUBLIC SURVICE CORPORATIONS CAN NO YINGER the river and down

England manufacturing concern esires to locate in Rochester, The

The Mayor riddles the claim of the company for favor on the ground that It is a large taxpayer, and he shows that the company deserves but scant courtesy from the city of Rochester because it has secured relief from interest charges on long standing debts and an extended time for payment of just taxation levies under false pretenses and broken promises.

The Mayor particularly scores the company for its bad faith in pleading for time in paying its paying assessments in fifteen installments and for immunity from interest charges on the ground that the road would be hampered, if forced to pay at once, in its desire to improve its rolling stock and roadbed in the public interest; the company promising, moreover, that efforts would be put forth to give Rochester a model street car service at an early date if the city were levient with it as prayed. The city yielded and what has been the result? The Mayor says:

"We are as a city not only waiting for our money, but waiting also for that improvement in the railway service which this concession was to secure,"

Most interesting to the public will be the facts that the Mayor presents in disproof of the continual claim of the company that it is entitled to every license in its dealings with the city because it is a large taxpayer, The Mayor points out, as has been time and again pointed out by this newspaper relative to all of the local public service corporations, that the street railway company is by no means paying snywhere near what it should justly pay in taxes into the public treasury in return for the privileges of enormous value that it enjoys. He says:

"Let us examine a moment the claim that the company is entitled to consideration as a large taxpayer. The stock and bonded indebt-edness of the road, the total of which may be properly taken as the company's estimate of the value of its property, amounts in round figures to nearly \$10,000,000; that this amount is not greatly in excess of a proper valuation may be reasonably inferred from the fact that the securities of the company, including the common stock, are now selling in the public market at par, or at about that figure; for the purposes of taxation, however, the company has been successful in securing an estimate of about \$2,300,000; that is to say, on real

estate \$282,700, on franchise \$2,000,000, to be exact a rotal of \$2,000,000, and is at prescul proposing to secure a reduction of the franchise tax by 20 per cent of the amount fixed by the State Tax Commission.

"The city is engaged in litigation for the purpose of preventing this reduction of 20 per cent asked for by the company, on the ground that the assessment is excessive for 1903.

The company paid the city last year in taxes about \$40,000, but the Mayor declares that ON A REASONABLE AND PROPER ASSESS-MENT OF THE VALUE OF ITS PROPERTIES, including the ordinary real estate and other tangible property values and the franchise values, THE COMPANY SHOULD PAY IN TAXES TO THE CITY A SUM GREATLY IN EXCESS OF \$40,000.

While in marketing its securities the company claims a property valuation of \$10,000,000, when asked to pay taxes upon its property it fights even to the extent of expensive litigation an assessment of its property at \$2,341,700, only a little more than one-fifth of the valuation it presents to attract investors.

In the recent action brought by stockholders to prevent the merger of the Street Railway Company and the Gas and Electric Company and the Light and Power Company the answer to the complaint in behalf of the Gas and Electric Company stated that the value of the Gas and Electric Company EXCEEDED IN VALUE THE SUM OF \$9,000,000 MENTIONED IN THE COMPLAINT. Yet this company, which is assessed on its franchise at about the same figure as the rallway company, has also exerted grouping at a straw technicality of the law to dedge taxation.

FOR TAXATION PURPOSES THESE COMPANIES ARE EXPERT. IT APPEARS, IN PLEADING POVERTY AND MAKING A SHOW OF IT THAT THE ASSESSORS AND COURTS ARE TOO PRONE TO TAKE COGNIZANCE OF.

Notwithstanding this shameful situation in which the public of Rochester finds itself in its relations with the Street Railway Company the Mayor feels forced to say that it is extremely unlikely that the city has any remedy with regard to the escape of this corporation-and, therefore, the other onesas persistent in evading taxation-from meeting its legitimate share of the burden of taxation, but that it does seem possible to force the company to improve its service.

We are not so ready as the Mayor to believe that there is no remedy for the escape of these corporations from meeting a legitimate share of the burden of taxation. The method of the assessment of franchise valuations is by no means a settled question. And we believe that it is the duty of Mayor Cutler, as it is the duty of the officials of other cities as eager for just taxation as he is, to take this matter before the State Tax Commissioners and the State Legislature and put forth efforts for adequate assessment of franchise valuations.

It can be easily shown of what "enormous value are the privleges obtained from the city for little or nothing" by public service corporations, and a determined effort for adequate franchise taxation, now that the bitter opposition to any franchise taxation at all has been given its quietus, ought to have favorable results. It would be a hard battle, but it can be won by men of the energy and influence of Mayor Cutler.

The enormous value of the Rochester Street Railway Company's public privileges is shown plainly in its earnings last year of \$1,276,480.

Chamber of Commerce Auchester

Will Go Into Operation in City January 1st-Rochester Is Solvent.

The new bookkeeping system prepared for the city by Price, Waterhouse & Company, experts of New York, will go into effect on January 1st, as announced by the Mayor terday. The special accountants who are to supervise the arrangements for the new system are to come to Rochester within a

One of the features of the new system will be an inventory of the city property. The inventory will show the city's assets and the ice, the same as a business corporation

The Mayor said yesterday that the city ha real estate and other property, fire house school buildings and the like, for in excess of tion. Aside from this, every piece of priv property is pledged for the city debt, al though, as the Mayor explained, the possi-bility of ever having to sell private propert, alone is placed at \$13,000,000, w \$3,000,000 more than the debt. 344 27NEED OF A HIGHWAY, BRIDGE NEAR THE

Q - 0 LAKE. 7-22-04 That there should be a highway bridge cross the Genesee river at Charlotte is a fact that admits of no dispute. At pres nt the nearest point for a crossing of the river by a team, except on the precariou chain ferry between Ontario Beach and Summerville, is at Driving Park avenue in this city, some four miles or over from

North of that point is a rich and popuvillage on one side, and hundreds of summer cottages upon the shore and banks of the lake extending from Maniton Beach on the west to Forest Lawn on the east. Pra tically, though not municipally, this whole region is part of the city of Rochester. Se eral thousands of our people spend their numers at the lake in cottages or in ho tels, and many thousands are continual passing to and from the lake on daily a ursions. In his address before the Pub Improvement Committee of the Chan her of Commerce Wednesday evening County Engineer McClintock quoted tatement of the late Congressman Charles S. Baker made several years ago to a con aittee of the same body to the effect tha t would be as easy to go before the Con uittee on Rivers and Harbors in Washin tou and get an appropriation of \$1,000,000 for the improvement of the harbor at Rochester as it is now to secure \$100,000 for a ppropriation for the harbor of Charlott

Rochester is known to Congress; Charlotte

is not. To all intents and purposes the harbor at the mouth of the Genesce is the harbor of Rochester, and it should be so

But, of course, Congress would have nothing to do with the cost of the proposed highway bridge near the lake. Mr. Mc-Clintock, in his fine and convincing address efore the Chamber of Commerce commi ce, proposed a combination highway an railway bridge at the point where the Rome, Watertown & Ogdensburg Railroad now crosses the river on its own bridge Two bridges at that point manifestly would constitute such an obstruction to pavigation that it is doubtful if Congress would consent to their erection there. The reparing to replace the present structure with one better adapted to its purposes and while this scheme is under consider ation the people of Monroe county should urge the highway bridge project in co nection with it. Engineer McClintock as sured the committee he was addressing that a bridge can be made so as to care a broad highway above the railroad tracks with suitable graded approaches from both sides. It is yet to be shown whether he railroad company would approve o uch an enterprise, but in view of the facthat the interests of this entire section and hose of the R., W. & O. Company are mutual it is bardly probable that the con pany would interpose serious objections to

After Mr. McClintock's address Wedne day evening the Chamber of Commer committee adopted resolutions approvin the proposed bridge scheme and app ed a committee to confer with the railroad Mayor's Ultimatum to Railway Company.

FREIGHT TRAFFIC

Will Not be Allowed on Main Streets.

TO INSPECT EQUIPMENT

Spirited Session of Law and Railroad Committees at Which Mayor Presents City's Demands-HeWill Not Allow Old, Unheated Cars to be Used for Passengers in Winter

***** Mayor Cutler Declares.

No freight cars should be permitted to run on the main streets of the city at any hour.

Suburban companies bringing freight into the city should establish freight stations for the purpose.

All suburban roads entering the city should be required to stop to take on and discharge passengers at all street intersections.

take on and discharge passengers at all street inforsections.

There is humediate necessity for a large addition to the rolling stock of the Rochester Railway Company and I shall prevent the use of cars during the inciencent season, which are dangerous to public health or safety.

If suburban lines use the tracks in the city, the city should get something out of it.

\$++++++++++++++++++++

Mayor Cutler took a firm stand for the interests of the people at the hearing yes-terday of the joint meeting of the Law and Railroad Committees of the Common Council on the question of running freight cars on the main streets of the city, and on the demand for better cars and better service on the part of the Rochetser Railway Company and leased lines.

Among the persons present not members of the committee, besides the Mayor, were Corporation Counsel Webb, General Manager Danforth, Charles J. Bissell and Charles T. Chapin, of the Rochester Railway Company, and A. G. Andrews, of the New York Central Railroad. The members of the committees who attended the meeting were Aldermen Kelly, Kenealy, Tanner, Craig, Erust, Quinlan and Westbury. Alderman Kenealy, chair-man of the Railroad Committee, called the meeting to order and asked if the Mayor had anything to say to the committee or

the subject of reform in the street car service. Mayor Cutler said: "The very important matter to which I have directed the attention of the Com-mon Council and which has been referred

to these joint committees naturally di-vides itself into two parts:
"First, the regulation of the use of the streets of the city by the Rochester Railway Company and the companies to whom it has leased, or may lease, the use of its tracks for freight and express business, and second, the necessary interference of the city government to protect the people of Rochester in their rights, to an ample supply of proper cars, and the general management and operation of the railway for the convenient and safe transportation

"Upon the first point the position of the administration is that any right which the Rochester Railway Company may have to transport freight through the streets of the city is necessarily subject to the prior and superior right of those who make other uses of them, and that consequently the city government has the power, and it is its duty, so to regulate any use of the streets for the transportation of freight that this superior right may be main

"To this end it is clearly competent for the city to prescribe the streets upon which, and the conditions under which, freight may be moved, and I have no hesitation in saying that, in view of what is before us in the immediate future, no freight cars should be permitted to run upon any of the main streets of the city at any hour, which, of course, is another way of saying that the suburban companies, which propose to bring freight and express matter into the city, should establish stations, conveniently located for the freight-carrying roads which enter the

'On the second point, I recommend that all suburban roads entering the city be required to stop to take on and discharge passengers at all street intersections, and at any other points now established us stopping places by the Rochester Railway Company, or which hereafter may be so established or required by ordinances of

the Common Council. "The purpose of this legislation is to secure either the discontinuance of the use of the streets by the suburban railway cars or the transportation of the local public as a condition for such use of them. In other words, any railway cars, which are permitted to be operated through the streets of the city, should become street cars, and furnish additional facilities to

the people of Rochester for transportation.

"There is immediate necessity also for a large addition to the modern rolling stock of the Rochester Railway Company, and I have already declared my intention to in-

terefere, if it should become necessary to do so, to prevent the use of cars, during the inclement season, which are dange in the tothe public health or to the public health corporation, stating exactly what equip ment will be provided between now and the first of October, to be made a condi-tion precedent to any discussion of other matters."

Manager Danforth's Reply.

In reply to this concise statement of the city's purpose, General Manager Danforth presented a type-written statement covering what had been done toward the improvement of the street railway service and equipment since 1900. In this year the company was impoverished and its equipment decayed and obsolete. He stated that most of the delays came from causes over which the company had no control, such as street improvements and canal bridges. He said that men in the employ of the company were instructed to maintain their time, and if they did not do it they would be dismissed. Mr. Danforth called particular attention to the fact that the company had lived up to the fact that the company had lived up to its agree-ment with the city with regard to the set-tlement of paving claims, and declared that the company had spent twice as much as the sum of \$500,000 for improvements which was promised by the company in

With reference to the suburban lines,

Mr. Danforth said:

The cars of three interurban lines are operating under contract over city tracks. Each of these lines have the right to run curs to the Four Corners. The cars of the Rochester & Suburban Raliway and the Rochester & Suburban Raliway and the Rochester & Sodus Bay Ralional bave been so operated for a number of years. The Rochester & Eastern Rapid Raliway commenced operation late last year, and as they run the very latest type adopted universally by the best interurban systems in the country, the cars were for a time run across the Four Corners to Church street, where they were turned. To relieve the Four Corners from the presence of these cars, the Rochester & Eastern Raliway Company voluntarily opened a passenger station on Exchange street south of the Eric canal bridge, and have stopped running thar cars at this point instead of running thar across the Four Corners. This has relieved the Four Corners of over eighty cars per day.

running them across the Four Corners, This has releved the Four Corners of over eighty cars per day.

This road, however, continued the operation of two express and baggage cars (not carrying passengers) across the Four Corners each way to and from the city company's car house on State street. The Rochester & Sodus Ray Railway has also for some time operated two or three express cars per day between State street car house and the East Main street station. The progressive cities of the country permit the operation of express cars at all hours and over any and all lines as the conditions of traffic demand. The operation of such cars is controlled solely by the railway companies, and the cars are run so as not to interfere with the pussoner service. In Detroit, Toledo, controlled solely by the railway companies, and the cars are run so as not to interfere with the pussoner service. In Detroit, Toledo, controlled solely by the railway companies and other and carried tapids, Indianapolis and other and carried tapids, Indianapolis and other and the carried the content of these by the content of the people because of ignorance has changed to a full appreciation of the value of such service to the commercial business of the town. The express depots or terminals are located within the city, as beat suits the convenience of the shippers, it being fully appreciated that one car passing through the street less obstructs the same than the number of wagons required to carry a carload of merchandise.

Mr. Danforth presented the following table showing the headway on which cars are supposed to be run on the different

lines:		
Line Lake and Monroe North and West Park avenue University and Lvell.	18	Headway Minutes 5 to 2 5 to 2 6 to 4
St. Paul and South Exchange and Joseph	14	7 to 2
Clinton and Jefferson. Main and Plymouth	11	7 to 2
Parsells and Sophia	10	7%fto 6
Hudson and South Cll	ntoh 8	10 to (

Danforth Cross-Examined.

In reply to questions from committee en, Mr. Danforth said that the company had discontinued the use of electric hear ers because of the great number of cas of injury to dresses of passengers which had resulted from overheating of the shields. He said that the cars during the coming winter would be heated by a hot

"What is the disposition of the compan about giving better service?" asked Alder

man Kenealy. "We have got forty-four new cars i the last twelve months," replied Mr. Dan forth, "and the senting capacity was in creased 29 per cent. in a year and 44 per cent. since 1900."
"How many of the forty-four new cars

mer cars?" asked the "About twenty," said Mr. Danforth

"And are you going to give us winter ars?" asked the Mayor. "We will replace the summer cars with inter cars," said Mr. Danforth. We wil have 155 winter cars. The all day service as required but 140 cars in winter." Then the Mayor made some pertin

statements in reply; "I have not studied he statistics on the number of cars, but know last winter you did not hav enough cars. You are operating some car now that are not fit to run. I got in Glen Haven car yesterday and could no because the platform was too small. You are running a lot of old trash. You talk about new equipment. You have not made improvements any faster than the public has paid for them. Your earnings increase each year. You talk about replacing the summer cars with whate correspond placing the summer cars with winter car. That will not be enough.

"I realize that I may not be able to i sist upon any certain number of cars, continued Mayor Cutler, "but I will say

plant became the dumping ground for a lot of trash resulting from experiments in electric propulsion."

Manager Danforth—"The revolutioniz

ing of a system cannot be accomplished in a few days. You practically ask that all our ears not strictly up to date be sent to the serrap heap. That is not good business policy. We cannot afford to throw away property which cost so much mouse."

money."
Mayor Cutler—"I simply ask that more than twenty winter cars or enough to carry the people comfortably, be provided."
Alderman Kelly—"I think the Mayor is

right in demanding better service. The car service last winter was abominable. There has been a great improvement in the summer service. It seems to me that the company should frankly state what it will do. If we can get an improved ser-ice other matters will adjust themselve

ensily."

Mr Danforth stated that twenty no winter cars would arrive here by October 15th. It would take about seventy-five days to get twenty additional cars after the order was sent in.

New York Central Makes Request The Trainmaster A. G. Andrews, of the New York Central Railway, made formal application for the privilege of using the streets of the city for the freight cars of the company. He said that the road expects to apply to the street railway company for the use of its tracks.

Mr. Bissell—"Well, you had better wait until such permission is granted. I don't think you would run over its tracks."

Mr. Andrews: "The Central Railroad company is preparing to use electricity in

company is preparing to use electricity in competition with the trolley lines and very soon it will be prepared to run cars that are suited to the tracks of the city. shall expect that the Rochester Railway Company will extend to us the same privi-leges that are accorded to other electric

Alderman Kelly: "If not, the city might onsider a proposition to purchase a frans-

Mayor Cutler: "I think I have expressed my position clearly in this matter. If during the inclement weather of the com-ing season any attempt is made by the Rochester Railway Company to run ears that are dangerous to the public safety or health I shall use all the police and public health powers that the city possesses to stop it. I mean just what I say and I say

Engineer Walker of the Rochester & Engineer Walker of the Rochester & Eastern Railway Company said that he would like to say something about the New York Central's application for permission to run freight cars in the streets. He said the Central admitted it was a physical impossibility miller. physical impossibility without changing the cars. In reply to this, Mr. Andrews said that Mr. Walker forgot the Central was about to change its branch lines to electric lines, and would soon have cars that could run on the Rochester Railway Company's tracks.

The committee then went into executive

session with the Mayor and it was decided to have the Mayor's executive clerk, Mr. Elwood, and Charles R. Barnes examine and report their findings at the next meet

NOT FAVORABLE TO BRIDGE PLAN

NEW YORK CENTRAL LET-TER TO SECRETARY IVES.

HIGHWAY ACROSS RIVER

Chamber of Commerce Committee Decides to Have Further Conference With R. R. Officials to Urge Charlotte Improvement Matter Democrat But bhonicle

A meeting of the Improvement Committee of the Chamber of Commerce was held yesterday afternoon, with Chairman Henry C. Brewster presiding, to consider the question of an auxiliary bridge over the

tary John M. Ives made a verbal J. Y. McClintock, county engineer, to the melals of the New York Central Rollroad Company at New York. The Rochester men had an interview with the fifth viceresident of the company.

In view of the fact that the New York

Central is to construct a new swing bridge, to replace the old one, now occupied by the tracks of the Rome, Watertown & Ogdens-burg railway, the officials were requested to consider the proposition of allowing a leghway bridge to be placed above the railway tracks. A drawing was presented. lowing the highway approaches from

At the meeting of the committee yes-terday, Secretary Ives read a letter in

Central Library of Rochester and Monroe County

A resolution was unanimously adopted, directing the secretary to send a communication to the Board of Supervisors, asking that body to co-operate in bringing about a meeting between the railway officials, the Bridge Committee of the Board of Supervisors, Mayor Cutler, the Chamber of Commerce committee and others

Park east and Seneca Park west, which resulted in no formal action, the committee adjourned.

AUGUST 18. 1904.

President of the Central Railroad Refuses Request for It.

CHAMBER OF COMMERCE SUGGESTS PUBLIC MEETING

A meeting of the public Improvement a month ago it was decided by the cham or to take some steps to see what could done about having a driveway placed ver the new Rome, Watertown & Og-ensburgh Railroad bridge which is to built at Charlotte. Since that time eeretary John H. Ives and County En-ineer J. Y. McClintock have been to New York and had a conference with Fifth Vice President Wilgus of the New York Central to see what could be done

regard to the matter. The session of the committee yesterday was for the purpose of receiving the re-port which these gentlemen had to make. They reported that Mr. Wilgus had said he would bring the matter before President Newman, which he had done. Mr. Newman stated that the road did not see its way clear to grant the request of the Chamber of Commerce but if there was anything new which came up in connection with it he would pleased to have a representative of the road meet the proper authorities and talk the matter over with them. The mutter was discussed by the com-

mittee in all of its phases and it was finally voted that the secretary be au-thorized to write to the Board of Survisors and ask them to call a public ceting at Charlotte for the purpose of usidering the matter and inviting the town officials of Charlotte and the Mayor of Rochester to be present and express their views at the meeting. road present at the meeting to confer with the tow nand city officials in re-gard to the matter. The officials of the road have expressed a willingness to

MAY BE ACTION AT CHARLOTTE

Chairman of the House Committee to Visit Harbor.

AND INVESTIGATE CONDITIONS Marie Cox 1 1 my MOH Delegation from Chamber of Commerce Will Meet Theodore E. Barton and State Their Case.

Secretary John M. Ives, of the Chamber of Commerce, has promised hearty co-operation with Congressman Perkins in his effort to induce Chairman Theodore E. Burton, of the congressional committee on rivers and harbors, to visit Rochester this summer. Mr. Burton was asked to speak before the Rochester Credit Men's association last winted, but was unable to do so. He did promise Mr. Perkins that he would pay a visit te the congressman in June, remind-

merce wants is a widening and deepen-ing of the channel to a point higher up the river than at present it is navigable for vessels of any draft. It is part of the scheme to honeycomb the state with a series of deep waterways and safe harbors where ships of considerable burden can be handled safely. Buffalo has succeeded in getting improvements as far as Tonawanda and the representations of Poeb ster interests say that since Charlotte is practically the port of Rochester and not a small village in a shipping way there should be a great improvement to the harbor. Major Symons, of Buffalo, came to Rochester a year ago and pro-posed a scheme for narrowing the chan-nel in order to induce a swifter current and a greater securing of the bed of the river which would reduce the expen-diture of dredging every season. This idea was fought to a finish by owners of lake steamhouts and the whip contains steamboats and the ship captain; the pointed out that the entrance small enough and dangerous enough at present and that it would be a matter f great danger if the channel was reduced at all. In fact the owners of the hig passenger boats on the lake intimated that such a reduction in the width of the channel would be followed by the refusal to land passengers and freight

bly be alone and I will turn him over to be convinced that greater improvements are imperative. If they are sucappropriation will be made for Mr. Bur-ton is recognized as the controlling power of the rivers and harbors committee. bridge, about to be built at Charlotte. The Central officials have expressed an inclination to go farther into the mat-The Chamber of Commerce suggests that the board take immediate action The communication was referred to the bridge committee. County Engineer McClintock has expressed his views on

the matter in a map, a reproduction of which is herewith presented.

The routine bills from the various committees were received and tabled. As usual the sheriff's claim of \$30 a month for the services of Mrs. Balley, as matron, was not allowed. The rest of the salary badget was passed without opposition. The good roads resolution, ask ing for \$4,000 for repairs, was tabled, to will be noted upon to-morrow.

reported that the present morque, at tached to the almshouse, should be moved to the rear of the almshouse, so that a roadway between the almshouse and the new hospital can be speedily constructed. The cost is limited to \$2,-

mission to lay temporary steam pipes to the new hospital from the almshouse holiers. The board was informed that heat in the hospital is imperative, as patients are to be moved there before cold weather sets in and before the per-manent heating apparatus can be in-stalled. The resolution was tabled.

The resolutions, calling for appropria-tions aggregating \$70,000 for the concounty, were referred to the good roads committee. The revised estimates, increasing the cost of several sections etate roads in the towns, as described in yesterday's Post Express, were read and referred to the good roads commit-

up a joint resolution, providing for a re-ward of \$60 to be offered for the recov-ery of the body of Jacob Friedman, late Wolff explained that Coroner Killip had made every effort to recover the body and bad employed a professional diver to no avail. Mr. Wolff declared that in the interest of public health and in sympathy with the heroaved parents every effort should be made by the county to recover the body. The resolution was

With the tabling of the other routine reports the board adjourned until to-morrow morning.

The Needs of Charlotte Harbor.

After considerable effort Congressman Perkins, it is announced, may persuade the House Committee on River and Harbor Improvement to consider a visit to the port of Charlotte in the near future for the purpose of looking into its needs. That these needs are crying ones is patent to every business man and progressive taxpayer in Monroe County. The point now is to convince the national legislators of the fact,

The members of the committee are now in Buffalo. Congressman Perkins some time ago invited the committee to come to Charlotte. He has again communicated with Chairman Burton inviting the committee to visit the port of Rochester, and there is hope that it will accent the in-

The harbor of Charlotte will afford facilities for an immense amount of shipping, both to and from Canada, if it is properly developed. Other lake ports, of far less importance than Rochester have benefited by substantial federal appropriations. Rochester has been neglected until Congressman Perkins took the matter up recently and at present the plers are being rebuilt at an expense of about \$40,000, but there is need of the expenditure of at least twice this sum as soon as possible.

It is to be earnestly hoped that Congressman Perkins will be successful in his quest at this time and it is suggested that the business men and summer. - The Times cargo 25, 1904

THE POST EXPRESS SEPTEMBER 1. SOLONS HOLD **QUIET SESSION**

Receive Many Routine Reports to Come Up To-morrow.

GOOD ROADS COMMITTEE BUSY

Supervisor Wolff Would Have County Pay \$50 Reward for Recovery of Friedman's Body.

The Board of Supervisors enjoyed a quiet session this morning, tabling routine matters. Among the resolutions inbied was a proposal to pay \$50 for the covery of a body in Irondequoit bay. This is a bit unusual. The good roads committee will be kept busy by the many matters referred to it, and to exprdite the business of road building the ommittee held a long session after the

When the board's attention had been called to the city morgue ordinance, pubmitted to the board by the city cierk ved from the Chamber of Com to for a highway on their new

her. England manufacturing concern h desires to locate in Rochester. The

PROPOSED CROSSING OF GENESEE RIVER AT CHARLOTT! LAKE RW. 8.0. GENEFEE PIVER

FOR FLOOD RELIEF

Committee Named by Mayor Considers Several Suggestions

MR. RAFTER TO DRAFT REPORT Heraed Sept 9, 1904 Local Committee Waited Some Time for Appointment by Governor of a

Construct Water Storage Dam Eut Governor Has Not Yet Acted. There was a meeting at the City Engineer's office yesterday afternoon of the nembers of the special committee appointed by Mayor Cutler at the Instance of the Chamber of Commerce to consider ways and means of abating floods in the Genesee River. The committee was composed of Chy Engineer Fisher, County Engineer J. Y. McClintock. Assistant State Superintendent Houston Barnard, Engineer George W. Rufter and Thomas

State Commission With Power To

M. Finucane; all these were present at the meeting yesterday.

Senator Lewis procured last winter the passage of an act creating a commission for river improvements, of which all the members with one exception were to be state officials: one engineer was to be state officials; one engineer was to be appointed by the Governor as the lay, member. The Governor has failed to date to make the appointment of the lay member, so the commission has never organized. It is getting so late in the season that when the commission is completed and an organization perfected, it will not be possible to do much, it any, investigating of river plans this year. The local committee has been waiting some time for the appointment of the state commission, as the latter commis-sion would, by the terms of the state law, have power to establish a water storage gam up the Genesee valley. Such a dam, it has long been the opinion of experis, is the most effective relief for

Another important flood relief measure has already been started by the city and will soon be completed. This is the conthe west bank of the river from the Court Street dam to the Clarissa Street bridge. The members of the local co. mittee discussed these two subjects in & the press or been favored by engineer-

ng experts.
The making of a water tight river wall on Front Street and the raising of the west bank of the river above the Vacuum nature to the retaining wall, now in process of construction by the Eric Rallway Company. The suggestion of blasting a tunnel under the dam to carry off a portion of the water in fload time was con-

sidered as another means of relief.

It was finally decided by the comtee that George W. Rafter should of a report, outlining these various plans for relief with his recommendations and submit such report to the committee at a later date. When the committee ap-

that that the chamber of commerce for consideration and discussion.

The river and down the other, giving should be paid to booming the Flower

ODELL'S BARGE CANAL SCHEME.

Governor-Chairman Odell has directed the committee on platform of this convention to make something like a formal announcement concerning the adop tion last November of the referendum which calls for the expenditure of \$101. 000,000 for the barge canal improvemen

The Governor-Chairman, while giving his orders on this matter, has also made it clear to the platform builders that they must handle the subject as gin-gerly as possible. The Governor-Chair-man appreciates to the fullest extent the disapproval of the 43 upstate Republican counties which gave stupendous pluralities against this measure, and he is well aware also that the most expert engineers in the state declare that this canal job will cost \$200,000,000 and that few who are alive to-day will live to see it finished. The people of the state had a lesson in the building of the state Capitol at Albany, which was begun in 1869 and finished in 1896, and whose original cost was estimated a \$4,000,000, but which cost \$24,000,000; an during all those years the building the state Capitel was but one long reord of political and private graft, of which the ceiling scandal was by no means an insignificant Incident.

The people of the state are also familiar with the fact that in 1895 they were told that \$9,000,000 would complet the nine-foot improvement on the canal, and yet three years afterward the learned that the money had been ex hausted without any substantial prog-ress being made in even that small im-provement. It was that \$9,000,000 which ompelled, more than anything else, th compelled, more than anything else, in nomination of Theodore Roosevelt. Ever then the Republican party had a narrow escape, for Mr. Roosevelt was elect ed by only 17,000 plurality, and many Republicans and Democrats have insist ed since 1898 that Roosevelt would have been defeated except for the machina tions of Richard Croker in putting ruthless hand upon a judiclary nomina tion in New York City.

The people of the state, it is learned by iblicans here, look with almost dread upon Governor Odell's canal scheme They see in it all sorts of jobs and deen it a matter of positive fact that, is something is not done, the Republican party in the state will be wrecked for years to come. It was made known in Albany last winter, and the facts were verified to-day that Governor Odell an his satellites have formulated a syndi cate plan for the organization of corpo rations in different parts of the state which are to bid for canal contracts un der the \$101.000,000 improvement schem and those Republican leaders for whose support Governor Odell has been angling during the past few months, and who were around him here to-day, have been invited to participate in subscription to the stock of these corporations and to

assist in their organization.

These corporations will submit their bids for canal work to the State Super intendent of Public Works. He has the sole power to award contracts. The expert advisory commission has no author ity over him in this matter, and neithe has the canal board. The Superintend ent of Public Works is Charles Spence Boyd, Governor-Chairman Odell's per sonal crony, and it will readily be seen why Governor-Chairman Odeli will no nominate any candidate for Governo unless he agrees to retain Mr. Boyd.

Republican leaders of integrity her said that they were fearful of the future They foresaw a long vista of corruption and crime, which, they said, "will prothe Republican party out of business f many years to come." The Superintendent of Public Works only holds office during the term of the Governor who appoints him or until his successor is confirmed by the Senate, Republicans told to-day of the senti-

ment of their districts concerning this ing was intense and that the Repub went on to say that their constituent complained bitterly that Governor-Chair man Odell was without the slightes oubt more intently interested in the up building of a canal machine, with all its opportunities for public and private graft, and the maintenance of his ow nower as state leader than he was for the welfare of the Republican party in the state and nation.

When Governor Odell appointed his crofty, Boyd, to tendent of Public Works he said that Mr. Boyd was a civil engineer. It turns out that Mr. Boyd is not a civil engineer but, on the contrary, that he is a mining engineer, and while in times past it ha not been necessary for the Superintendent of Public Works to be a civil engiof the vast powers invested in Boyd by Governor-Chairman Odell's legislation, the Superintendent of Public Works should be one of the most experienced civil engineers in the country in order to save the people of the state from

The Republican leaders, continuing, the gigantic opportunities for fraud an corruption in the canal machine. Mr. Boyd was called to his present place from a clerkship in a small brokey's of fice in New York City. It has always been the contention of business men tha

the bollow of his hand Henry A. Van A. styne of Chatham, Columbia County, whom he appointed State Engineer and Surveyor and who passed upon the qua tities of work done by canal contractor upon which payments are made. One of the great avenues for graft to canal con-tract work is to have friendly engineer

tract work is to have friendly engineers and inspectors, especially regarding the classification of material excavated and the quantity of work performed.

It was recalled to-day by Republicans who believe more in their party than they do in graft that Mr. Van Alstyne was in the employ of the State Engineer's Department in a subordinate caterial or the state of the s pacity previous to the time that the Furnaceville Iron Company of Roches ter was awarded five contracts in September, 1897, under the \$9,000,000 cana improvement of 1895, and when Governors nor Odell was chairman of the execu-tive committee of the Republican state committee. At that time Mr. Van Alstyne left the employ of the state and entered the service of the Furnaecville Iron Company for the purpose of carry-ing on the company's canal contract ork. He remained in the company service until the work was stopped in May, 1898, when the canal improvement funds became exhausted. At that time Governor Odell was chairman of the

Shortly afterward Mr. Van A'styne had influence enough to secure a reappoint-ment in the State Engineer's Department was appointed division engineer ern division of the Eric Canal, and whom Governor Odell, it is said, tho improvement scheme,

The principal man in the Furnac Iron Company—in fact the whole thing is Edward H. Harriman, frequentl spoken of as Odell's financial backe: When the \$9,000,000 canal improvement work was stopped in 1898 the Furnace ville Iron Company put in a against the state for over \$100,000. claim was considered by the Canal Beard, which went out of office on December 31, 1902. In the claim was included item which would increase the payment to the Furnaceville Iron Company from the state treasury by \$34,000. It was besed upon the price allowed for exca-vated material which the company claimed was hard pan, but which the state engineers in charge of the work at the time had returned as earth. The company claimed that the difference in the cost of excavating was \$34,000, but the Canal Board refused to allow this \$34,000. But during Governor Odell's second term, which began on January 1. 1903, this claim was reopened before the new Canal Board, which was elected with Governor Odell and which comrises elective state officers, and this styne, although a division engineer in the his plea that the Furnaceville Iron Co pany got the \$34,000.

Governor-Chuirman Odell, it was at serted here to-day, is just as much in terested in nominating Van Alstyne to State Engineer as he is to retain Boyd as Superintendent of Public Works. In a word, Governor-Chaleman Odell, according to competent Republican text-mony here, is thinking more of upbuild-ing his canal machine than he is of the result in the state on November 8. Govr-Chairman Odell controls not only Boyd and Van Alstyne, but he cont the canal board and the advisory be

the canal board and the advisory board of expert engineers. This advisory board has very little power. It is but a name to give the scheme respectability.

Boyd, as Superintendent of Public Works, even now, in maintaining the present canal has the appointment under Odel of upward of 1,100 employes, and under the \$101,000,000 scheme Boyd. and Van Alstyne would have the ap-pointment, under Odell, either as Gav-ernor or state chalrman, or thousands

ernor or state chairman, or thousand upon thousands of canal employes. The heard of three appointed by Gov-ernor Odelt in April last to appraise the value of lands taken for burge canal purposes under the new raw furnishes of the class of men which Governor Odell will put on guard in carrying out the barge canal improve-ment, and to aid him in his canal machine ag'an addenda to the Republican state machine. The first is Harvey J. Donaldson of Rallston, Brackett's man. who got his place because he aided Brackett and Littuuer in turning out William W. Worden of Saratoga Springs

Worden is postmaster of Saratoga. Roosevelt. The second member is George Bingham, William C. Warren's man of Buffalo. It was Warren whom Governor-Chairman Odeli deprived of the place as national committeeman for this state after promising Warren the place for a hat Warren wouldn't kick even if he fired him physically out of a window. Mr. Warren has many corporate inter-Albany. The other member is J. Edgar Lenycraft, who is spoken of you up-

receive an income of \$7,500 a year from the State Treasury and are to hold office until the work is completed. Bingham and Donaldson, under Odell, control the board. When Governor-Chairman Odell "reformed" and "reorganized" the New York County committee in December last he displaced George R. Manchester as secretary and gave the place to Abe Gruber's man, who has always been spoken of as a Tammany Hall Republican. His name is Armitage Mathews and he is a Gruber type of Republican, with all that that term implies. Manchester has been interested in cemen contracts in New York City, which re sulted in scandal. Governor-Chairman Odell recently made Manchester secretary of the canal appraisal board at a salary of \$3,000 a year,

On November 22 last the barge canal people conferred with Governor Odell at the Executive Chamber in Albany. The barge canal improvement people were insistent that the work should be begun at once. At that time Governor Odell promised that the preliminary work would be pushed and that he hoped some of the bonds could be issued by early summer this year. But not a bond had been issued or a contract let. And yet the land appraisers have been drawng their salaries ever since April.

The barge canal people have recently bombarded Governor Odell in Albany. wanting to know why no bonds have been issued and why no work had been done. They were in a very lively m They pointed out that the law said that all the expenses of the improvement should be met by a bond issue and asked where the \$200,000 already spent by the engineers had come from. They learned that the State Comptroller, in plain violation of law, had borrowed the money from the National Commercial Bank of Albany, with the understanding that it would be paid back when the bonds were issued. They learned also that the State Comptroller had borrowed this money, at the instance of Governor-Chairman Odell, for the purpose of meeting preliminary expenses and for the purpose also of postponing the issue of bonds on the eve of a state election. The barge canal people and the Republican leaders de-clare that Governor-Chairman Odell was engaged in an attempt to hoodwink the voters of the state and to lull their antagonism to the barge canal project until

after election day.

The Governor-Chairman's satellites say here to-day that he has temporarily satisfied the barge canal people of his infentions, and on the other hand he is telling the Republican leaders from antiintles that the thing is all to end in smoke after election day. Yet all the same, the Governor-Chairman is riveting his control of this canal machine, and his canal henchmen nodded their heads mysteriously to-day an whispered, you forget it. The Governor is a very handy man."

THE BARGE CANAL

Discussions of the barge-canal route have revealed a curious attitude on the part of the public toward the great water way for the construction of which a hundred and one million dollars was voted last November. A public meeting on the subject was held in Utica a short time ago, the peculiar features of which are thus noted by the Poughkeepsie Engle;

noted by the Poughkeepsie Eagle:

At that meeting the only thing which seemed to interest the business men of Utlea was the fact that if the canal were located in one place it would crowd the accommodations afforded by the railway, and they were manimous in putting it forther away, so that the railroad business should not be hindered. Nobody seemed to consider that the canal Itself was worth considering either way, though the subject was discussed in some measure with a view of its value as a sewer, and also with reference to the proposed change in the channel of the Mobawk river. The importance and value of a barge canal to cost over a hundred millions was very fairly illustrated by the sentiment of this public meeting.

It has been much the same way in this

It has been much the same way in this city. Attention has been centered not so much on the utility of the canal as on the problem of locating it where it will do the least barm to the general interests of the ing of the Genesee river, being conveniently out of the way, has been po nounced desirable; but can a pool or bas be constructed in which the conflicting cur rents will not tear away the river banks and cause disastrous floods? The extreme northern crossing is commended because that also would be an out-of-the-way place and, further, because it would include th building of an immense viaduct which would be one of the architectural wonders of the world. But that would be enormed ly expensive. Both of these projects hav their friends and opponents; but there is general agreement on the desirability moving the big ditch from the heart of Rochester to some outlying course, and to provide for the limited amount of local shipping by a spur connecting the ma stream with some convenient point in the

But little attention is paid to the claim that the enlarged canal is to be a great upbuildes industry and commerce

the enlargement of a canal which is alwhich it carries.

SHIPPERS ARE Cost Express TO IT

Uniform Bill of Lading Not Seft. 23-1904. LIMITS CARRIERS' LIABILITY

Chamber of Commerce Apt to Go on Record Against Proposed Action of Eastern Trunk Lines.

Rochester shippers are discussing the Uniform Bill of Lading," so called, the onditions of which the Eastern trunk ines propose, to enforce upon shippers after January 1st. The aim of the measure is to bring about a radical limitation of the liability of common carriers. without a corresponding consideration to the shipper. For this reason shippers generally are very much opposed to it and will fight against it with every weapon at their command. The matter is to be brought up at an early meet-ing of the Chamber of Commerce and ac-

tion taken in opposition to it.

The requirements are that the simple shipping ticket or receipt be abandoned for a uniform blank, which, if signed by the shippers, as required by the rall-roads, will make an apparently enforce-able contract, limiting the liability of the carriers for the safe and prompt transportation of goods. The contract re-lieves them from responsibility in case of breakage or wetting; gives them the right to load in open cars, if box cars are scarce; to forward by any route; limits the time for making claims to thirty days after date of delivery, and provides that they must be made through agent at destination only; gives a lien upon property for any demurrage charge or other charge which the railroads may seem fit to impose and gives any interested carrier the right to raise weights to any figure. In case this con-tract is not entered into between the shipper and the carrier, the penalty is a ent, increase over the present

Some time ago at a mass meeting of shipping organizations in central traf-fic territory, a committee was appointed to confer with the railroads for the purpose of securing a modification of their demands. The committee has just re-ported that little has been accomplished by them and they recommer? that all shippers decline to submit to the uniform bill of lading, but continue to use

TO INCREASE Sept. 27-1904. UTILITY

Changes in Interstate Commerce Law Desired. Post Exfress. A CONVENTION ARRANGED

To Which Rochester Chamber of Commerce May Send Delegates---Hundreds of Organizations Interested.

At the meeting of the trustees of the Chamber of Commerce on Thursday af ternoon, at 4 o'clock, the question of advisability of participation in the Interstate Commerce Law convention, in St. Louis, November 20th, will come up for discussion. The convention is called by an executive committee, representing 329 commercial and manufacturing organizations, national, state and focal and also sixteen state granges, Patrons of Husbands, for the purpose of obtaining increased effectiveness for the Interstate Commerce act. The Rochester Chamber of Commerce has received an urgent in vitation to participate and may send delegates. Each organization, numbering 250 members or less, is entitled to one delegate; those having a larger metr bership to one delegate for every 250 members, or additional major part of that number.

The convention will try to devise means to secure the enactment into law at the forthcoming session of congress, of a bill introduced into the house of repr

persons who forsake their calling seldom amount to much in a new vocation. Just so it was pointed out to-day that Mr. Boyd could not have been much of a success as a mining engineer if he success as a mining engineer if he success are not become a stock broker's clerk.

If there were general faith in this promise there would be a department of the state Tax Commissioner for William and who was displaced as State Tax Commissioner for William and the were general faith in this promise there would be a department of the last faith in this promise there would be a demand that ever thing else give if y. But H. A. Cooper, of Wisconsin, identical with one introduced about the same time of the general faith in this promise there would be a demand that ever thing placed as state Tax Commissioner for William and the work of the promise of the promise of the promise there would be a demand that ever thing placed as state Tax Commissioner for William faith in this promise there would be a demand that ever thing placed as state Tax Commissioner for William faith in this promise there would be a demand that ever thing placed as state Tax Commissioner for William faith in this promise there would be a demand that ever thing placed as state Tax Commissioner for William faith in this promise there would be a demand that ever thing placed as state Tax Commissioner for William faith in this promise there would be a demand that ever thing placed as state Tax Commissioner for William faith in this promise there would be a demand that ever thing placed as state Tax Commissioner for William faith in this promise there would be a demand that ever thing placed as state Tax Commissioner for William faith in this promise there would be a demand that ever thing placed as state Tax Commissioner for William faith in this promise there would be a demand that ever thing placed as state Tax Commissioner for William faith in this promise there would be a demand that ever thing placed as state Tax Commissioner for William faith in this promise t

provisions of the "Act to Regulate Com-provisions of the "Act to Regulate Com-merce," declaring any existing rate for the transportation of persons or prop-erty to be unjustly discriminative or un-reasonable, and declaring what rate, regulation and practice would be just and reasonable, and requiring them to be substituted therefore, shall become oper-alive within thirty days, or, in case of proceeding for review, then within sixty days. Such order may at any time be medified, suspended or revoked by the commission upon full hearing of all the parties interested, parties interested.
The second section provides that if the

The second section provides that if the rate is a joint rate, and the parties thereto fall to agree upon the apportionment thereof within twenty days, the commission may determine the portion to be received by each carrier. Also, when the order of the commission prescribes the just relation of rates to or from commen points, and the carriers fall to agree as to the changes to be reade to effect compliance, the commisis reviewable, upon petition filed within twenty days, by any Circuit court give hirisdiction, and requires the commission to file a certified copy of the record of the case within twenty days after no-

obey, shall be subject to a penalty of \$5,000 for each day's continuance of such yieldion. The act provides for the repeal of all conflicting nots and is to be effective from date of its passage.

The invitation sent to the Chamber of Commerce to participate in the convention, sets forth that it is thought the bill may be reported early in the session, that a reconce demonstration of the deby a proper demonstration mand which prevails throughout the country for such legislation, in whice went its ensetment may be hopefull.

HERALD, FRIDAY, SEPTEMBER 30 is thereby given the right to

IN INTEREST OF IMPROVED ROADS

Convention To Be Held in Rochester Early Next Month.

SPEAKERS CHOSEN

Chamber of Commerce Active in Movement for Better Roads in the County.

TRUSTEES TOOK ACTION ON MATTERS OF IMPORTANCE

The trustees of the Chamber of Com-merce held the first meeting for the fall season resterday afternoon. A large First Vice President Charles

Arrangements for the good roads cor otton have been completed, and it was be chamber on Monday and Tuesday, ber 10 and 11. County Engineer J. Y. tock and County Attorney Chamber of Commerce in the good roads movement and it is expected that the convention will point out the importance or improved roads in Monroe County Fronk Z. Wilcox of Syracuse, vice pres per, have been secured to speat ived. The first meeting will be hel r. After the meeting luncheon wil

The Rochester Art Club is to have it was granted the club for that pur-

A letter was received from Attorney F Gilbert of Binghamton, relative to esires to locate in Roca

Interstate Commerce Convention.

The Interstate Commerce Commission has announced that a convention will be held in St. Louis on October 28 for the purpose of devising measures to seen ate rates for the transpe has been defend by the radius of traffic over their roads. The convention will be attended by delegates from all cities in the country, and Rochester was asked to send two delegates. President Dunn and Secretary Ives were named as Roches-ter delegates. It is believed that as a result of the convention an early report on the bill can be brought about and its

A letter was read from the Lake Mo honk conference on international tration, asking that Rochester i the movement inaugurated by that body. The Chamber of Commerce voted in favor of international arbitration and will notify the conference to that effect.

Uniform Bill of Lading.

Another important action taken was on the "Uniform Bill of Lading," which has excited attention all over the country and which the eastern trunk lines are proposing to enforce upon shippers after January 1. The requirements are that the simple shipping tleket or receipt he abandoned for a uniform blank which, if signed by the shippers, will make an opporently enforcible contract limiting the liability of carriors for the safe and prompt transportation of goods. The contract relieves them from responsibility in cases of breakage or wetting, gives them the right to lead in open cars when box cars are scarce, to forward by any route, limits the time for making any claims to thirty days after date of delivery and provides that they must be made through the agent at destination only, and gives a lieu upon property for any demurrage try and which the eastern trunk lines at lien upon property for any demurrage In the contract is not entered into be-tween the shipper and the carrier, the penalty is a 20 per cent increase over the resent freight rates.

It is obvious that such a measure would be injurious to the interests of all shippers. Boards of Trade all over the country have therefore decided of fight it. Rochester is strongly against the move. The matter was referred to the comittee on Railroads with a reque that it be reported back at the next meeting. A committee will then be re-pointed to go to New York and appear before the classification committee in the matter. It is believed that the unite intry will stop the movement.

Mr. McClintock's Paper.

County Engineer McClintock rend this city. It is argod that improved facilities would result in bringing more trade to Ruchester. The paper follows

In the early days the entire Genese Valley was tributary to Boehester and formed the basis for the splendid pros perity which boomed the city when could profitably bring a load of whea from the most distant part of the val

"It was the importance of this trade that prompted the state to build the tienesse Valley Canal, which now forms the road bed of the Pennsylvania Railread. It was for the same object that the rity of Rochester put in about three-quarters of a million and the lowns up the valley from \$50,000 to \$75,000 apiece to build the old Rochester & State Line Relirond, now the Buffalo, Rochester & Pittsburgh Rullroad, all of which was a direct loss to the city and the towns. It was for the same reason that the city invosted \$200,000 in the stock of the road which is now the Eric Railroad. These facts demonstrate that it has been the tinuous aim to secure the trade of

Trade Being Diverted.

"Within a few years conditions have chaused so that it behooves us to make an effort to save our natural business from going to our neighbor Buffalo. The construction of two trunk lines, the Lebigh Valley and the Delaware, Lackawaing & Western in addition to the Batavia branch of the New York Central & Hudson Railroad crossing the valley at right angles have made it easier and absorper for the residents of the valley to do business in Buffalo rather than in hester. It would almost seem as if the raticoads running south from Rochhencht this transfer of trade to Bur-fulo. It takes the whole day to go to Scottsville or Caledonia or Le Roy or that and it is the same to Avon and

The valley is dotted with beautiful thriving villages, and these with the whole territory would thrive with Rochester. It is evident that what is needed is a trolley line up one side of cording to his idea, and nore attention the river and down the other, giving should be paid to beaming the Flower

Rochester. To properly constrant the seventy or more miles to do that will cost several millions or dollars, which additional capital would be a further burder on the pushess of the future, and the additional roads would to a large extent injure the public mehways eminats an investment of at least \$ 00,000 within forty miles. These of hough single track, are not n to any where near the limit of their sate capacity. The firin runs six regular trains each way, and the Pennsylvania runs four trains each way, where it would be arrecteable to run 25 or 30. The question may be asked, why don't the rattroads put on additionat trains? The answer may well be lack of interest on the part of the rattroad managers. Some of them have been heard to deceare that have do not care for the local passenger. they do not care for the local passent business, but are satisfied with the freight business with wheth an increase of peasenger business might interfere.

Hourly Trains Up the Valley.

"The large passenger business now seen "The large passenger business now seer upon the Riochester & Eastern show what a large local traver can be created by frequent quick trains. I am convinced that there is a vastly larger posslide business between Rochester and the valley settlements than between her and Canandalgua. I believe that it practicable and would be in a short tin profitable to run hourly trains over the Eric Railroad as far as Dansville, ar over the Pennsylvania as far as M Morris, with the Eric branch to I age battery, third rail, compressed a

"While they might be more attractive at first if run by electricity or gasoline will require less capital to each feeteam. Probably a dozen or fifteen of the old sogines from the New York Ele vated could be secured at a small co and would apparently be well suited to the purpose. On the Eric it is sometimes four miles between stations, while t light trains should stop for passengers at each highway crossing, and these are usually less than one mile spart. The dillional trains in a day, While this would be the simplest line to open up, a most effective but line rould be opened un as follows; over the Lehigh Valley to hence by the Erie to Mt. Morris: the Le Roy; thence by the Buffalo, Rochester

"That such a belt route over different is shown by the operation of the beli line letween Albany, Cohoes and Troy over the tracks of the New York Central Hudroff Railroad and the Delaware & Hudson Railroad and also the operation of Pullman cars and cars of the freat tires from New York to Chicago, but be-yond that place, having substituted flanged wheels, was permitted to run his pachine over one of the great trunk nes which he was permitted to select, to the Pacific, and the only condition imposed by the railway management was that the automobile should run in charge of a conductor and engineer employed by the railroad company and be subject to

that a conference be had with the managers of the four roads mentioned to see if they will give any encouragement to such a project."

The trustees authorized Engineer Mc-Clinick to appear before the fallway committee and present the paper to them. The committee will then appolar a sub-committee, to communicate with all the railroads entering Rochester from

The matter of sewage in the Genesce River was also brought un. It was sug-gested that measures missit be taken to was referred to the committee on public

New East Side Station Proposed.

Secretary Ives started a movement for New York Central rullroad station at certa Union Street. Such a station will on he a necessity, as the public mar-ct and subway are to be located at act point. It is urged that the railroad has two small stations to the west of the Series! Avenue station, one at Center Purk and one at Brown Street. To the station at North Union Street and rereferred the matter to the Committee on

Plans To Advertise Rochester.

Secretary lyes also brought up the matter of advertising Rochester. The city is not sufficiently advertised, ac-

the school children. aresses to the children in the primar; and grammar schools, explaining to them the natural beauties and facilities of Rochester. The children would be asked to tell their friends about Rochester whenever they engaged telling some of the activities enter, which slips could be enclosed in letters. The trustees approved of the losa and Mr. Ives will now communicate with the school board. Clinton Rogers, one of the trustees and also a member of the Rochester Historical Society, stated that such a movement would be re offer a sultable prize for the best paper on the "City of Rochester."

TOBER 1, 1904.

TO CONTINUE THE AGITATION Chamber of Commerce Camps

on Central Railroad's Trail. STATE RAILWAY COMMISSION

May Be Called in Force the Building of a New Depot on East Side---Has

Alded Chamber Before,

Despite the cold water that officials the New York Central railroad seem ner) to throw upon the project for onst side station near the public marset, the Chamber of Commerce will conline the agriculon it has started in favor it'and is determined to bring the matr to a successful issue even if it has enlist the ald of the State Railroad numission. Said a prominent member the chamber to a Post Express re-

porter this morning:
"We have fully determined to bring this matter before the State Railroad commission if necessary. When made acquainted with all the circumstances, nequalitied with all the circumstances, the commission will unquestionably decide that the demand for an east side station is fully justified. The New York central commany adopted exactly the sime attitude of opposition when the chamber demanded that an extra train he run from Waterport to Rochester to accommodate Waterport. Cariton, Kendall, Morton, Mamilin and Greece people who desired to come to the city to trade, At flight the railroad would not listen to the proposition, declaring that it would result in the loss of money to the commany. Then the Sixtle Railroad commission was called in and with its aid we got the train. It has been running our for a year and a half and has provinission was called in and with its aid we not the train. It has been running now for a year and a half and has proven a blessing in disguise for the railroad. We only asked that it be run through the summer, but it has proven such a praying proposition that the company has decided to run it the year round. We shall fight this matter of the new stations on the same lines.

shall fight this matter of the new sta-tion out on exactly the same lines.

"The shally at East Hochester that the commony calls a station is not youthy of the name. It is dangerous to go navious the tracks to it and when you got there you cannot buy a ticket and are forced to pay extra fare on the train.

What we want is a presentable station somewhere near Union street in the country of the market. Some properly pediors of the vicinity are so much in-teracted in the moject that I think it vory possible they might be willing to done to limit for the purposs."

George B, Watkins, or W. H. Glenny, & Company, told a Post Express reporter this morning that he considered the propert for an east side station a splendid one, and that it had long been desired.

New York officials here say the com-Commerce say that the new station of

M

Central Library of Rochester and Monroe County ficient to make the by the property of advisable. Many

WANT STATION ON EAST SIDE

9/800 TRY TO GET ONE. CHAMBER OF COMMERCE TO

SEWAGE REDUCTION PLANT At Meeting of Trustees it is Decided to Confer With Mayor, With View to Planning for Other Disposal of Sewage-Good Roads Convention

Democrat + Chronile There was a large attendance at the first fall meeting of the trustees of the Chamber of Commerce, held yesterday afternoon, and a number of matters of importance was considered at it. In the absence of the president of the chamber, T. B. Dunn, Charles J. Brown, a former president provided.

T. B. Dunn, Charles J. Brown, a former president, presided.

For some time John M. Ives, secretary of the chamber, J. Y. McClintock, county engineer, and Arthur Warren, county attorney, have been planning for a good roads convention, to be held in the rooms of the Chamber of Commerce, and to which all officers and others in the county who are especially interested in road improvement are to be invited. At the meeting yesterday the time for the convention was set for Monday and Tuesday, October 10th and 11th. Prominent speakers at the convention will be Frank Z. Wilcox, of Syracuse, vice-president of the National Good Roads Association, and Frank D. Lyon, of Binghamton, an inspector of roads under the State Engineer. The regular monthly meeting of the chamber has been postponed from next Monday night to a week from Monday night, so that it will come on one of the nights of the conto a week from Monday night, so that I will come on one of the nights of the convention. Secretary Ives has written to Colonel Albert A. Pope, of New York inviting him to be at this meeting.

Favor New Railroad Bill. Permission was granted to the Rochester Art Club to hold its twenty-second annual exhibit in the assembly hall, from November 14th to 30th. The exhibitions of the club have been held in the rooms of

of the club have been held in the rooms of the Chamber of Commerce for some years. A communication was read from a Binghamton attorney, acting for a New England concern, asking if it could obtain in Rochester a factory building which with a warehouse would furnish 40,000 feet of floor space, and in which water power of from seventy-five to one hundred continual horse power could be obtained. continual horse power could be obtained. The matter was laid over for investiga-President Dunn and Secretary Ives were

appointed delegates to attend a convention in St. Louis October 28th, called by the Executive Committee of the Interstate Commerce Commission, for the purpose of obtaining increased effectiveness for the interstate commerce act. The convention will try to have enacted into law a bill introduced into the House of Representatives December S, 1903, by Hon. H. A. Copper, of Wisconsin, identical with one introduced into the Senate at the same time by Hon, J. V. Quarles, of Wisconsin. The aim of this bill is, in general, to prevent the railroads from discriunjustly in their passenger and freight business. Each organization is allowed a delegate for every 250 members it has, which gives the Chamber of Commerce

letter was received from officers of the Lake Mohonk Conference, held to fur-ther international arbitration, asking the Chamber of Commerce to indorse its ef fort. This was done. The aims of the conference have been indorsed by organ-tzations in New York eity, Buffalo and many other large cities in New York and

To Protect Shippers' Interests.

Communications in which the chamber was asked to use its influence against the effort of Eastern trunk lines to enforce upon shippers what is called the uniform bill of lading, the requirements of which are considered detrimental to shippers, were read and carefully considered. The railroad companies propose to enforce the provisions of this bill after January 1st. The trustees referred the matter to the Committee on Railroads, asking that it be reported as soon as possible, in order that a committee may be appointed to go t Washington to appear before the Class fication Committee,
The requirements of this bill are that

the simple shipping ticket, or receipt, be abandoned for a uniform blank, which, if signed by the shippers, as required by the railroads, will make an apparently enforce-able contract, limiting the liability of the carriers for the safe and prompt trans-portation of the goods. The contract reeves them of responsibility in case of breakage or wetting; gives them the right to load in open ears, if hox ears are scarce; to forward by any ronte; limits the time for making any claims to thirty days after date of delivery, and provides that they must be made through the agent of the destination only; gives a lien upon prop-erty for any demurrage charge or other charge which they may see lit to impose; gives any interested carrier the right traise weights to any figure, etc. In casthis contract is not entered into between the shipper and the carrier, the penalty

a 20 per cent. increase over the prese freight rates. Want Sewage Reduction Plant. The need for making some provision for disposing of the sewage of the city other disposing of the sewage of the city other than by emptying it into the river was discussed at some length. The sewage, it was said, besides polluting the stream, makes the land along the river less valu-able and the parks less desirable. The matter was referred to the Public Imvements Committee, which is to see

the New York Central Idiliway, the time was ripe for making an effort to obtain a station on the East Side. While there are two stations on the West Side—Center Park and Brown street—there is none on the East Side. The trustees indorsed the proposition and it was referred to the

To Advertise Rochester.

A suggestion for advertising the city was made by Mr. Ives, and received the indorse-ment of the Chamber, Mr. Ives's idea was that lectures on the advantages offered in Rachester be given before the children of the public and high schools. According to the scheme, the children are to be encouraged to cep these points in mind and, when writin keep these points in into and, and the friends out of fown, speak of them. Mr. Ives will probably prepare a short talk and give it in the schools. Then a cord of a size to go into a letter is to be got up and supplied to the children, so that they may inclose one in each letter they write, and, per-haps. In some of those written by their parents, brothers, sisters, etc. On one side of this card will be given in tabulated form the advantages of Rochester, on the other will be grouped photographs of some of the

city's inviting and attractive features.

In the course of the discussion on this matter, Clinton Rogers said that the Hismatter, Clinton Rogers said that the ris-torical Society was about to offer a prize for the best paper on Rochester. It was thought by the trustees that this essay might be used to advantage in advertising Rochester.

BELT LINE OVER STEAM RAILWAYS Democrat 4 6 hromele

SCHEME ADVOCATED Seft. 39 19 94 TO BRING TRADE TO CITY

----Plan Outlined by County Engineer for Frequent Trains Over Roads to the South is Favored by the Chamber of Commerce Trustees

At the monthly meeting of the trustees At the monthly meeting of the fusions of the Chamber of Commerce yesterday afternoon, J. Y. McClintock, county engineer, read a paper, in which he suggested a system of light trains over the established lines to the south and west, established mes to the soon and for the purpose of retaining country trade that has a tendency to go to Buffalo, and diverting other trade to Rochester. One of Mr. McClintock's ideas was that the chamber should use its influence towards chamber should use its infinence obtains having the managements of the Lehigh Valley, Erie, Pennsylvania and Buffalo, Rochester & Pittsburg railroad companies arrange to run trains at frequent inter-Honeoye Falls, Lima, Avon, Mount Mor-ris, Le Roy and Rochester, and back, thus n a belt through country and village

tees, and Mr. McClintock was author o appear before the chamber's Railron committee, to present his plan. It ma will confer with the officers of the for railroad companies as to the possibility of establishing this or a similar system of light trains, to be run on a schedule about like that of a trolley road. Mr. McClintock's paper follows:

Much Trade Goes to Buffalo.

"In the early days the entire Genese valley was tributary to Rochester and formed the basis for the splendid pro-perity which boomed the city when it was the greatest flour manufacturing place the world. In those days a man cou profitably bring a load of wheat from profitably bring a load of wheat from the most distant part of the valley over diffi-cult roads to Rochester. It was the im-portance of this trade that prompted the state to build the Genesee Valley canal, which now forms the roadbed of the Penn-sylvania Raffroad. It was for the same object that the city of Rochester put in about three-quarters of a million and the towns up the valley from \$50,000 to \$75. 000 spiece to build the old Rochester and State Line Railroad now the Buffalo, Rochester & Pittsburg Railroad, all of which was a direct loss to the city and towns. It was for the same reason that the city invested \$300,000 in the stock of the road which is now the Eric Italirond.

"These facts demonstrate that it has been the continuous aim to secure the trade of the valley to Rochester. Within a few years conditions have changed a that it behooves us to make an effort to save our natural business from going our neighbor, Buffalo. The const the Delaware, Lackawanna & We in addition to the Batavia branch of t New York Central, crossing the valley a right angles, has made it easier and chea-er for the residents of the valley to a business in Buffalo rather than in Rock

"It would almost seem as if the rail roads running south from Rochester are operated in such manner as to benefit this transfer of trade to Buffalo. It takes the whole day to go to Scottsville or Cale-donia or Le Roy or Mount Morris and return, and a long day at that, and it is the same to Avon and Genesco and Dans-ville. The valley is dotted with beautiful thriving villages, and these with the whol territory should thrive with Rochester.

Train Service From Villages Bad. "It is evident that what is needed is a trolley line up one side of the river and

through which they would be built.

"The four roads at present going south are branch roads, representing with their terminals an investment of at least \$4,000,000 within forty miles. These roads, although single track, are not utilized to anywhere near the limit of their safe ca-pacity. The Eric runs six regular trains each way, and the Pennsylvania runs four trains each way, where it would be prac-ticable to run twenty-five or thirty. The ticable to run twenty-five or thirty. The question may be asked, Why don't the rail roads put on additional trains? The an swer may well be lack of interest on the part of the sailroad managers. Some of them have been heard to declare that they do not care for the local passenger busi-ness, but are satisfied with the freight business, with which an increase of passenger business might interfere

Advocates Hourly Trains to City. "The large passenger business now seen upon the Rochester & Eastern shows what a large local travel can be created by frequent fast trains. I am convinced that there is a vastly larger possible business between Rochester and the valley settlements than between here and Canandaigun. I believe that it is practicable and would be in a short time profitable to run hourly trains over the Erie Railroad as far as Dansville, and over the Pennsylva-nia as far as Mount Morris, with the Erie branch to Le Roy and possibly to Ba-tavia. The trains should be light and run by trolley, storage battery, third rail, geograpsed air, gasoline or steam. While run by trolley, storage battery, third rail, compressed air, gasoline or steam. While they might be more attractive at first if run by electricity or gasoline, it will require less capital to equip for steam. Probably a dozen or fifteen of the old engines from the New York elevated could be seemed at a small cost and would be be secured at a small cost and would ap-parently be well suited to the purpose.

"On the Eric it is sometimes four miles between stations, while the light trains should stop for passengers at each highway crossing, and these are usually less than one mile apart. The run to Dansville could be made easily by the way of Mount Morris in two hours, so that six dum trains could make twenty-four additional trains in a day. While this would be the trains in a day. While this would be the simplest line to open up, a most effective belt line could be opened up as follows: Over the Lehigh Valley to Honeoye Falls and Linna; thence by a short piece of road to be built to Avon; thence by the Eric to Mount Morris; thence by the Pennsylvania to the Batavia branch of the Eric; thence by the Eric to Lo Roy, thence by the Buffalo, Rochester & Pittsburg to Rochester; trains to be run in both direc-Rochester; trains to be run in both dire

Successful Belt Route in East. "That such a belt route over different roads is possible to operate successfully is shown by the operation of the belt line between Albany, Cohoes and Troy over the tracks of the New York Central and the D. & H. Railroad, and also the opera-tion of Pullman cars and cars of the great

"In this connection it is interesting to "In this connection it is interesting to note that recently a gentleman started across 'the continent in an automobile, using ordinary rubber tires from New York to Chicago, but beyond that place having substituted flanged wheels, was permitted to run his machine over one of the great trunk lines which he was permitted to select, to the Pacific, and the only condition imposed by the railway management was that the automobile should be run in charge of a conductor and engineer employed by the railroad and engineer employed by the railroad company and be subject to the orders of

the train dispatcher. "I recommend to the Board of Trustees that a conference he had with the man-agers of the four roads mentioned to see if tiey will give any encouragement to such

OCTOBER 1, 1904.

NOT LIKELY TO BUILD STATION

ONE ON EAST SIDE IS NOT CONSIDERED NECESSARY.

WOULDN'T PAY, IT IS SAID

New York Cental Railroad Official Thinks Nothing Will Come of the Effort of the Chamber of Commerce to Have New Station Built

"Do you think it probable that the com-pany will be willing to build a station of the East Side if it is urged to do so by business men of the city?" an obcoal of the New York Central company was asked yesterday afternoon.

The question was prompted by the action of the trustees of the Chamber of Commerce at their monthly meeting Thursday afternoon, in approving a suggestion that an effort be made, now that the public market and a subway under the reilroad at Union street are being built, to induce the railroad company to put up a new station on the East Side, near the a new station on the East Side, hear the market, for the accommodation of passen-gers on local trains. The matter was re-ferred to the Railroads Committee. "I do not think," said the official ques-tioned. What the company will feel use

tioned, "that the company will feel war-ranted in going to the expense of building another station. I understand that the market is a local market, and I do not think it will cause additional traffic suf-

one part of the valley to another, and of a view to making plans for a profitable disposal of the sewage, which will also do away with the practice of emptying fin the river.

Mr. Ives suggested that, since to pay market was building and work wound away the market was building and work wound away true, and the additional roads would to a significant traces and work wound away true, and the additional roads would to a significant traces and work would away true, and the additional roads would to a significant roads would to a significant roads.

can within reason for the accommodation of passengers, but a station on the East Side would undoubtedly be maintained at

Side would undoubtedly be maintained at a loss. The additional traffic would certainly not pay for maintaining the station, to say nothing of the building and equipping of it, and I doubt if it would be used very much.

"A request for an East Side station from the Commercial Travelers' Association was received by the company some time ago; but it takes very little more time for the half dozen men in the organization directly concerned to go to the anization directly concerned to go to th Central avenue station and take a car to

their homes, so no action was taken.
"For some reason people like to go to
the Central station anyhow. When a mat is sold a ticket at the uptown office and is told that he may board his train at the Center Park station, which is but a short distance away, it is very probable that he will make for the main station instead. People seem to like to go where there are the crowd and crush and excitement." "Why were the Center Park and Brown

street stations built?" was asked,
"When the Central station was moved
from Mill street to where it is now, the from Mill street to where it is now, the city was smaller than now, and there was a demand for a station on the West Side. The Center Park station was built after a request was made by the Rail-rond Commission. The Brown street sta-tion is convenient for the Outarlo Beach traffic. Local trains on the Falls branch and local trains to and from Huffelo stop and local trains to and from Itaffalo stop at the Center Park station. No stops are made at the Center Park station after 7 o'clock at night, and it is quite likely that no trains will stop at the Brown street station this winter. Trains have always stopped at the latter station in other winters, but it is proposed to do away with the practice this winter."

"Is the company's reluctance to build an East Side station due to its experience with the two West Side stations?" was asked.

nsked. "Yes. It isn't felt that a station is very wouldn't pay."

JOINT MEETING FOR GOOD ROADS

CONVENTION TO BE HELD NEXT WEEK. Noted SPEAKERS EXPECTED

Supervisors and Highway Commissioners Will Listen to Valuable Advice and Experience on Road Building - Tour of Inspection

Practically all arrangements have been ractically an array are made for the joint convention of supervisors and commissioners of highways, which is to be held in the supervisors rooms of the Court House on Monday and Tuesday, October 10th and 11th. The object ject of the convention is to promote the interests of good roads in this country, and to discuss and devise the best means and to discuss and devise the best means to build and maintain improved highways throughout the county. The delegates to the convention will hold a joint session with the members of the Chamber of Commerce on the evening of the 11th, and before adjourning will be taken on a tour of inspection of several of the improved roads, through the courtesy of the Rochester Automobile Club. The club will also give a dinner to the delegates.

also give a dinner to the delegates.

A number of very prominent advocates of good roads will attend this convention, most of whom will address the delegates on timely topics. Supervisor Ira P. Cribb, of Canandaigua, one of the pioneers in the movement, will make an address on the subject. The convention will be called to order by Supervisor Isane Palmer, of the town of Hamlin. Mr. Palmer is chairman of the supervisors' committee on good of the supervisors' committee on good

roads.

The first session will convene at 10 o'clock on Monday morning. The Mayor will be present at the opening of the convention, and will make an address of welcome on behalf of the city. Senator Armstrong will also be in attendance, Many of the supervisors and commissioners of highways have expressed themselves as being in favor of the selection of the Senator as permanent chairman of the conventor as permanent chairman of the conventor. ator as permanent chairman of the conventien. This view comes about from the fact that Senator Armstrong has been one of the foremost advocates of good roads in this state. in this state.

Prominent Men to Speak. Prominent Men to Speak.

Included in the list of prominent men who are expected at the convention is Frank Z. Wilcox, of Syracuse, vice-president of the National Good Roads Association, who will deliver an address. Mr. Wilcox during the past summer was appointed special examiner of highways in Great Britain. He has but recently returned from Europe, and during his remarks will relate many of his experience, while on the other side of the Athantic.

County Engineer J. Y. McClintock will read a paper, describing the progress made county Engineer J. Y. McCintock will read a paper, describing the progress made in improving the highways of Monroe county. He will call attention to the construction of highways and bridges by the commissioners of the towns. It is expected that several of the highway commissioners will read necess or make short

nissioners will read papers or make short

road building, under the direction.

supervision of the County Engineer.

Another interesting speaker during the
Another interesting speaker during the
Convention will be Frank D. Lyon, of
convention will be a symmetric of highways inghamton, special examiner of highways New York state. County Allorney ribur Warren will refer to and explain e changes made in the highway laws by e Legislature of last winter. There were veral changes introduced and adopted tring the last session of that body, all f which were in the interest of the im-fewhich were in the interest of the im-frovement. Colonel Albert E. Pope, of Goston, has been invited to attend the conention, and will try to arrange to be

On Monday evening the convention will ld a joint meeting with the members of the Rochester Chamber of Commerce in the assembly rooms in the Chamber of Commerce building. The chamber has Commerce building. The chamber has adjourned its regular monthly meeting to that date, in order to enter into confer

Insp ection of Improved Roads. The inspection of the improved roads of county will be made on Tuesday. he motor cars will be furnished by the ochester Automobile Club, and many nembers of this organization will accompany the delegates upon the excursion. Monroe county contains about seventy-five miles of improved highways. It is expected ille road, the West Henrietta road, the Webster road, the Fairport and Pittsford roads, the Ridge road and other highways, all of which lead directly from the city. This inspection will also include some of the highways and bridges that have been ways under the money system, as provided

y the Fuller law. One of the points to be made during the convention will be the fact that many highways can be improved at a cost of \$1,500 and upwards per mile, under the provisions of the Higbie-Armstrong law, while the main highways, upon which the heaviest traffic occurs, will necessarily have to be constructed more substantially and therefore at a greater cost. Also the proper distribution of both kinds of roads, so as to give the farmers and producers and the traveling public the greatest amount of convenient service at the least possible expense.

WILL BE A SUCCESS.

A Hundred Organizations to Be Repre-

Secretary John M. Ives of the Chamber of mmerce received a letter to-day from P. Bacon, of Milwaukee, chairman of which is to meet in St. Louis on October 28th, expressing gratification at the indorse-ment by the Rochester chamber of the aim of the convention and at the dec made at the recent meeting of the trustees to have two delegates from nere at the gathering. Mr. Bacon says that seventy two organizations from various es ion of participating in the deliberations, and before the time of meeting it is exnected this will be increased to a hundred, n concluding his communication to Mr. ves. Mr. Bacon says:

"Our committee believes that this meet ry representing various trade and indus trial interests will be more effective in it influence on congress in favor of the de-sired legislation than anything that has

hitherto been done." The chamber trustees designated Presi dent Thomas P. Duan and Secretary John M. Ives as delegates, and they are making arrangements to go to St. Louis a day or so before the opening of the convention.

The convention is called by an executive

committee, representing 320 commercial and manufacturing organizations, nat granges. The convention will try to devise means to secure the enactment into law at the forthcoming session of congress of a bill introduced into the house of rep-resentatives December 8, 1903, by Hon. H. A. Cooper, of Wisconsin, identical with mmerce law - Asst Exp, Oct. Crou

OCTOBER 8, 1904.

MANY SPEAKERS ON GOOD ROADS

CONVENTION WILL BE AN IMPORTANT ONE.

INSPECT ROADS IIN AUTOS Programme for First Meeting of

Monroe County Association in This CityMonday andTuesday-Cham. ber of Commerce Will Entertain The programme for the good roads' , to be held in Roche

day and Tuesday, has been completed by County Attorney Warren, and it indicates that the gathering will be one of the most Empire state. Not only will the construc-tion of highways be gone into, but means f maintenance will be made ture of the discussion.

The meetings will be held in the super-isors' room in the Court House. The rat day's ression will be given over to anizing the convention and to ten eches by man interested in the work, the evening the Chamber of Commerce entertain those in attendance on the onvention. There will be more speech-isking, followed by a luncheon. The morning of the second day will be

of committees. A permanent organiza-tion will probably be effected, after which the convention will adjourn. The after-noon will be devoted to an inspection of the improved highways of the county. The delegates will make the tour in automo-biles as guests of the Rochester Automo-bile Club. The route to be covered has not been fixed, but it is expected the run will be made up the river read to Scotts-ville and then ever to the West Henrietta read, returning to the city. From here the party will take the Webster read

through Irondequoit and Webster.

The convention, while it will be attended by persons from all parts of the state, is purely local in its aims. The Board of Supervisors and the highway commission-ers of the various towns will be in at-tendance, besides county officials and citizens interested. The spenkers will be Frank Z. Wilcox, vice-president of the National Good Roads Association; Frank D. Lyon, special examiner of state high-ways; Mayor James G. Cutler, County Engineer McClistock, County Attorney Warren, Supervisor Cribb, of Canandai-gua; President T. B. Dunn, of the Chamher of Commerce; William C. Barry, John A. Barbile, of the Rochester Automobile Club; Superintendent of Sidepaths Dean and Highway Commissioner Warren, of

The programme for both days follows: MONDAY OCTOBER 10.

AUGADAY OCTOBER 10.

Forenom.

10-Calling of convention to order by Supervisor Assac Palmer, of Hamilin, chairmen of Good Roads Committee of Board of Supervisors; address sof welcome by Mayor James 6, Cattler; selection of a chairman; selection of a scrutary.

10:30-Address by Frank Z, Wilcox, vice-president of Sational Good Roads Association, subject, "The National Good Roads Association; Its Work on Behalf of Good Roads.

Honds,"
11:15-Address by J. Y. McClintock, Mon-roc county oughter, subject, "Monroe Coun-ty Roads,"
12-Motlons and resolutions.
12:30-Recess.

2-Address by Frank D. Lyon, special ex-miner of highways of the state of New York, subject, "On Builetin No. 7 of Good Roads Convention." 2-36-Address by Ira P. Cribb, superviso: onds Convention.

2.35—Address by Ira P. Cribb, supervisor
the town of Canandalgua, Ontario county, troiney of Monroe county, troiney of Monroe county, een Highway Legislation."
3:45—Address by Stephen A. Warren; highway commissioner of the town of fronde-may commissioner of the town of Irondequolt, subject, "Repairs to State Roads in Sendenuolt."

AFTERNOON.

ondequoit."
General discussion of highway questions. EVENING. (The evening session in the Chamber of one) ere rooms, at S o'clock.)
Address by T. B. Dunn, president of the ber of Commerce, -Address by Frank Z. Wilcox, of Syr-subject, "Some Observations and alseences on the Highways of Great

Fitalia."
S:39-Address by John A. Barbite of the ochester Automobile Club, subject, "Good onds From an Automobilists Standpoint."
S:30-Address by William C. Barry, sub-ot, "Grammentation of Highways."

TUESDAY, OCTOBER 11th. 10:30—Address by A. D. Dean, superintent in of sldepaths of Mouroe county, subject The Utility of Sldepaths in Connection (th Improved Highways." 11—Opening of question box and discussion questions.

rganization, 11:45—Miscellancous business. 12—Adjournment, AFTERNOON.

1:45-Tour of inspection of improved high-ways of the county through the courtesy and under the direction of the Bochester Au-tomobile Club.

IS AFTER STEAM ROAD BELT LINE

COMMITTEE APPOINTED TO D. PC SEE COMPANIES.

TO BRING TRADE TO CITY

Railroads Committee of Chamber of Commerce Favors Suggestion of County Engineer for Obtaining Better Service to South of City

At a meeting of the Railroad Commit-

tes of the Chamber of Commerce yester-day afternoon, the requirements of the uni-form bill of lading, which the Eastern January 1st of next year, were considered, and it was decided that the new bill differs yery little from that which shippers have been using. Because of communications the trustees and at their meeting last Thursday afternoon, it was thought the clamber should use its influence in preventing the enforcement of the bill, and he Railroads Committee was asked to comider the matter as soon as possible, so that a committee might be appointed to go to Washington in December and appear before the Railroads' Classification Com-mittee. Since it was felt yesterday that no important changes in the present systen were contemplated by the railroad companies, it was decided to take no further action in the matter. It appears that all that the railroads

are asking for is that shippers shall use are assing for is that supply as a matter of convenience; and the particular in which uniformity is especially desired is the size of the bill. Most shippers have been in the habit of having their own hills printed, so bills of lading have dif-fered considerably in form. The shippers prefer to have their names printed on the bills, and because of this the practice of getting bills from the railroad companies has been largely abandoned.

Proposed Penalty a Bluff? Western shippers have objected to the

provision which says that all who do not use the uniform bills of lading shall pay as a penalty 20 per cent, increase over the regular freight rates. It is said that the railroads do not intend to enforce this requirement, but that the penalty was pro-vided in order to obtain more general use

Various criticisms have been made of the new bill. It has the word "non-nego-tiable" across its face, to which shippers have objected. It was said at the meeting yesterday that the bills have this word on their back, and that the with the shipper. Secretary John M. Ives had a statement of the requirements of the new bill, prepared by the committee in charge of the matter, at the meeting yesterday, and he said after the meeting that it was found upon investigation that the grounds for objection to the bill were in all particulars as slight as that against the use of the word "non-negotiable." In accordance with the suggestion of the trustees, J. Y. McClintock, county en-

gineer, appeared before the committee, suggest that an effort be made to obtain better local service on the steam railroads to the south of the city. The committee looked with favor upon Mr. McClintock's ions, and a committee composed o Rufus A. Sibley, L. P. Ross and Charle T. Chapin was appointed to confer with the four railroad companies that, according to Mr. McClintock's plan, might corate in establishing a service equivalen

Suggested Belt Line.

Mr. McClintock's idea is that the Le high Valley, Erie, Pennsylvania and Bur-falo, Rochester & Pittsburg railroad com-panies might, individually, run with profit and great advantage to the city and vicir ity, light trains in and out of Rochester hourly during the day. Another sugges-tion is that the four roads co-operate in establishing a belt line, by which trains would leave Rochester on the Lehigh Valley railroad, and, describing a circle through the country to the south, enter the city again over the Buffalo, Rochester & Pittsburg railroad. Light engines, Mr. McClintock says, might be obtained at small cost for this traffic. His suggestion

as to the route follows: Over the Lehigh Valley to Honeove Falls and Lima; thence by a short piece of road, to be built, to Avon; thence by the Erie to Mount Morris; thence by the Pennsylvania to the Batavia branch of the Erie; thence by the Erie to Le Roy; thence by the Buffalo, Rochester & Pitts-

The Public Improvements Committee held a short meeting, to consider means for disposing of the sewage of the city more scientifically, thus doing away with the necessity for emptying it into the Genesee river, polluting the river. In view of the fact that the Mayor some time ago engaged Emil Kuichling, formerly chief engineer in the city waterworks, to make a full report of the city's sewerage sys-tem and suggestions as to methods of dis-posing of the sewage, the committee de-

ocided to defer taking any action in the matter.

OCTOBER 8.

RAILWAY MATTERS Discussed by Chamber of

ENGINEER M'CLINTOCK'S PLAN

Commerce Committee.

Committee Appointed To Confer With Officials of Roads Concerned-Adoption of Uniform Bill of Lading Considered - Meeting of Committee on Public Improvement.

Yesterday afternoon was a busy one at ine Chamber of Commerce, two commit-tees holding sessions. At 4 o'clock the members of the railroad committee met and considered two important matters. The first concerned the proposed adop-tion of a uniform bill of lading, to be issued by the different railroad com-panies and to be used by all persons shipping goods over their lines. At pr printed according to its own ideas, with out any regard to uniformity, the name of the company appearing on the face o

such mil.

The new movement is being pushed by the rallroad companies, who that the difference in size of the bills of the different companies causes them no filling them. They have sent out forms and used universally. The main differ-ences in the proposed form and in the form in common use at present are that on the new bill the words "not negoti-able" appear on the face instead of the back, a space is left at the bottom to be signed by the shipper or agent and a check column is provided for on the right

of the blank, Complaints are being registered by dif-ferent shipping companies against the adoption of the new bill on various grounds. One of the clauses of the new regulation drawn up by the ruthroad offi-cials is to the effect that unless every firm provides liself with the uniform bill before a fixed date, the companies will charge 20 per cent more for carrying its garde. It is thought, however, that no railroad would refuse to carry a firm's goods at regular race, the clause being merely inserted to effect the uni-versal adoption of the bill. The Pittsburg Grain and Flour Ex-

change has drawn up resolutions against the new bill, which were read and con-sidered at the meeting yesterday. One of the objections raised is against the words

onsidered a serious obje as the same words have always appear in another place on the old forms, a the new regulation provides that t words may be omitted in any case which they prove damaging to the ship-per's interests. Another objection was against the space for the shipper's name the face of the bill. This was also lought of little moment, as the regula-

ions do not compet the shipper to sign he bill it he does not so desire. The rallroad officials originally set the me at which the new bills were to go riber extended to January 1, 1905, that peing considered ample time for all com-panies to provide themselves with the new forms.

After giving the question careful conideration, the committee decided that it int the expense of sending a co to New York City to appear bef he classification committee of railroad fficials at their meeting in December, as

ad been previously proposed.
The other matter to receive the attenlon of the committee yesterday was the
aper of County Engineer J. Y. McClinock, which was read at the monthly seeking of the trustees of the Chamber f Commerce last Thursday afternoon. Ir. McClintock was present, in special invitation, and explained his idea some-what more in detail. The plan calls for an hourly service on the four roads run-ring into the city from the south by means of a belt line extending on the Eric as far as Dansville, on the Pennsyl-vania as far as Mt. Morris, on the Le-high to Honeoye Falls and Lime, con-necting by spurs with Le Roy, Batavia and Avon, and returning to Rochester by way of the Buffalo, Rochester & Pitts-burgh Ralicoad,

As the fitting up of the proposed line with trolley or third rail service would mire considerable expenditure, Mr. McClintock suggests that the companies unight be able to purchase some of the rid englises of the New York elevated road, which would be suitable for runing the light trains needed. By the incalliation of such a service Mr. McClin-ock thinks the city would be greatly enefited in its business interests and of the railroad companies would find it paying venture.

The committee was favorably disposed oward the plan and appointed Rufus A. Sibley, L. P. Ross and Charles T. Chapin s a sub-committee to act with Mr. Mclintock in ascertaining the sentim of the officials of the different railroad

rempanies involved in the scheme.

Following the meeting of the railroad overnent met to discuss the pollution and the possible means of remedying exising conditions, Emil Kuichling of New York City, formerly City Engineer, is at present preparing a detailed report, at the request of Mayor Cutler, concerning ah matters relating to the local sewage system, particularly regarding reduction and disposal works. Mr. Kulchling is very familiar with the system, one sewer having been constructed during his ad-ministration, and the committee thought wise not to take any definite action in The matter until his report is submitted

SEWAGE IN THE GENESEE RIVER.

The trustees of the Gramber of Com merce, at their meeting Thursday after noon, discussed the need of making some provision for disposing of the city's sewage other than running it into the river and referred the subject to the Public Im provements Committee for a confe with the Mayor and other city officials,

This is a matter to which there have been frequent references in these columns The disposition of the sewage now made is crude, offensive, unsanitary, unseien wasteful and a reproach upon an enlight ened community in an enlightened age. It is no excuse to say that other large citi are indulging in the same method. On the contrary that fact should incite Rochest to an effort to set the pace for them.

There are systems of sewage treatm which would meet and overcome the objections to that now in vogue here and elsewhere. The Genesee river north of Main street, and especially north of the Lower Falls, is now itself simply a huge sewer. That beautiful gorge which might and ought to be one of the most charmin around Rochester is now practically abandoned on account of the offensiven caused by the draining of the city sewage into the river.

The Chamber of Commerce can hardly do a better thing for Rochester than the abating of this nuisance. If the discharge from the big East and West Side trunk sewers could be treated under some one he systems applied in some Europ towns, and, perhaps, in some localities in this country, there would be comparatively little contamination of the water of the river, and that beautiful stream north of the Lower Falls would again become resort for pleasure seekers and lovers of the picturesque in nature. Dy C.

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Rochester Chamber of Commerce

The first meeting of the Corporation since the summer vacation will take place in Assembly Hall on

Monday Evening, October 10th, 1904. AT EIGHT O'CLOCK.

on which occasion the delegates, including the Board of Supervisors and Commissioners of Highways of the towns and villages of Monroe County, attending the Good Roads Convention now in session in this city, will be the guests of the Chamber.

The President will make an address of welcome and introduce the following speakers:

HON. FRANK Z. WILCOX, Vice-President of the National Good Roads Association, who will give some impressions relative to his recent trip to Great Britain as delegate from the National Good Roads Association.

WM. C. BARRY, Esq., who will represent the

Chamber, and JOHN C. BARHITE, Esq., who will speak for the

Automobile Club of Rochester. If time permits County Engineer McClintock and County Attorney Warren will also speak briefly.

After the addresses luncheon will be served by Teall and a social hour passed in becoming better acquainted.

Let every member of the Chamber be present and encourage the movement toward better highways.

J. M. IVES, Secretary. Rochester, N. Y., Oct. 8, 1904

THOMAS B. DUNN,

HUSTER DEMOCRAT AND CHRONICLE,

HUSTER OF COLORS COLLECTION

benefit to all the people of the country. Many prominent men in the country, he raid, were interested in the making of good roads, and as being of these he spoke of

association to enlist the aid of prominent men, that their improvement might come as soon as possible. In speaking of the legislation passed and that it was proposed to pass to this end, he said:

"The plan proposed to give national aid to the several states is upon lines similar to those of the Fuller-Pank statute in this state, whereby the sinte jave to each town 50 per cent of all the money such town will raise for road purposes under the money system."

State Bonding Proposition.

After speaking of the working of this net and the Higbie-Armstrong law, the

speaker said:

"There is now pendin; in this state a proposition to bond to the amount of \$50,-

000,000 for road improvement under the provisions of the Higbie-Armstrong act. This proposition to amend the Constitu-tion, authorizing such a vast expenditure,

has already passed one Legislature, and will come before the one to be elected next month, and, if approved by that Legislature, will then be submitted to the

people for approval or rejection. If this proposition is adopted by the people, with-

in the next decade all the main highways in this state will be improved roads of a splendid character. There are now seven states which have enacted statutes an-

thorizing state aid and supervision of the highways within their limits, and many other states will undoubtedly do so in the near future."

near future."

A great responsibility rested on the towns, said Mr. Wilcox, in the building of good roads; and for this, he said, they should have the very best machinery. In William William

speaking particularly of methods, Mr. Wil-

should always be eliminated, while bridges, sluices and drainage ditches should be enrefully constructed sufficient in capacity to meet all conditions, both of the ele-

ments and the strain of modern traffic.
"No town should build less than two

miles annually of macadam road on its

main highways; such roads will not require more than nine inches of crushed stone, eight feet wide, properly laid and rolled. Every road should be properly erowned one inch or one and one-half inches restricted as years on grades, where

inches per foot, except on grades, where the crown should be greater than on level surface—the heavier the grade, the great-

The Building of Dykes.

"On grades, dykes should never be built to turn the water, and whenever it be-

comes necessary to carry water from one side of the road to the other it should be carried underground through a sluice or culvert. The top of this sluice must of

necessity be very near the surface of the

road where grades exist. In such a place there is but one form of culvert that can be successfully used and that is the Beach

triple expansion iron culvert. Tile for culverts or sluices unless buried very deep are not suitable, while the building of cement culverts for the smaller sluices calls

for skill that is not always attainable, and I am sure there is nothing so good upon the market for the construction of a cul-vert up to three and one-balf to four feet.

as the so-called Beach triple expansion cul-

visors ought to inform themselves thou

oughly upon the matter of sluices and culverts. The side ditches for drainage should never be very deep and should slope

gradually, so that danger to traffic of 'get-ting into the ditch' should be reduced to a minimum. Besides, such kind of ditches will make it possible to mow the grass and weeds on the roadside as the law de-

nands, which is a very important matter a the care and maintenance of common

Maintenance All-Important.

ided the work is prosecuted

cover that they are capa

"Such roads after the proper machin-r has been obtained by the fown can

built for at least \$2,000 per mile, pro-

vided the work is prosecuted on a con-tinous, systematic plan. Care and main-tenance should never be neglected. In the spring of the year 'shoulders' should be removed by the aid of scrapers, and a

heavy steam roller should be used on every road at the right time. "While in Europa I was not able to

ig better roads than we can build if we

etermine to do it, yet they seem to in-nitely surpass us in the care and main-enance of their common highways. I rould emphasize the care and mainte-

etter not build good roads at all, as such

uilding will prove a clear waste of the

people's money.
"No less than \$25 per mile each year

should be expended in the care and maintenance of town roads."

Roads of Monroe County.

J. Y. McClintock, county engineer, spoke of the roads of the county. He ad-

vised those interested in the cause of good roads to urge that a little be done

each year, and then gave some advantages that would come from better roads. Mr. McClintock spo

"There are advantages in buil

of the work that had been don

"Highway commissioners and super-

"Grades of more than 7 or 8 per cent.

near future."

President Theodore Roosevelt and Will

scintion to enlist the aid of pro-

Jennings Bryon. It was recognize the speaker, that the roads of the were, in general, bad, and for this a special effort was made by the N

GOOD ROADS THEIR GOAL

Advocates of Improvement of Highways Meet.

INTEREST EVIDENT

Addresses Given by Prominent Men.

PRACTICALDISCUSSIONS

Work of Past Reviewed and Valuable Suggestions Given at First Two Sessions-Delegates Entertained by Chamber of Commerce. Organization is to be Permanent

The interest in the first convention the Monroe County Good Roads Associa-tion, the sessions of which were held in the ns of the Board of Supervisors, in the Court House, yesterday, was akin to that evidenced by those who have developed the idea of such an association. There were at the convention highway commi pervisors, county engineers, state officials, men interested in the building of a national system of good roads, and others. The pa-pers and addresses were of a practical nare, and there was a ready discussion of highways.

Steps were taken yesterday toward making the association a permanent or in the announcement by the chairman of the convention, Senator W. W. Armstrong, of a Committee on Pernanent Organiza-tion, the members of which are: Arthur Warren and J. Y. McClintock, Rochester; Alphonso Collins, Gates; F. A. Defendorf, Greece; Marshall Todd, Henrietta; Walter Cox, Wheatland, and John Weicher, Pen-Gold There was also announced a Committee on Resolutions, the members of which are: George L. Mead, Rochester; Chris Rath, Hamlin; Stephen A. Warren, dequoit; L. W. Rowley, Parma; Dufay Wright, Webster. Senator Armstrom and Supervisor Palmer, secretary of the convention, were made members of both committees, ex-officio. The committees will

The convention was called to order by Supervisor Palmer, and W. W. Webb, cor-poration counsel, welcomed the convention to the city for Mayor Cutler, who is in St. Louis. In his address Mr. Webb spoke of Monroe county as the home of good roads, and referred to the work of Senator Arm-strong, John A. C. Wright and J. Y. Me-Clintock, of this city, in advocating im-

Senator Armstrong Chairman.

Senator Armstrong was nominated for chairman of the convention by George L. Meade, supervisor from the Sixth ward,

Mende, supervisor from the Sixth ward, and was chosen unanimously.

"The 19th day of May, 1898, was an important day in the history of this county," said Senator Armstrong, in accepting the office of chairman, "for on that day Edward E, Frisbee, then supervisor of the town of Greece, offered, in our Board of Supervisors, a resolution for the improveors, a resolution for the improment of the Little Ridge road through the town of Greece, the first road in this county which was improved under the High Armstrong law, then just enacted. He was a good man and a capable and ener-getic supervisor. His name and his mem-ory deserve the esteem and honor of every friend of good roads and especial mention

here at this time."

Senator Armstrong spoke of the early work in road improvement, and gave a brief review of what had been accom-

brief review of what had been accom-plished in Monroe county.

"Although since the building of that first good road," said he, "there have been constructed in this county sixty-three miles of improved road, and there are be-ing constructed now twenty-four miles more, the tax rate, by which we measure their cost of construction to us individuallen. In the state it has fallen since 1808 to almost nothing—nothing, indeed, for general purposes; in the county it has actually largely decreased, and in town and city it has not increased in any year on account of road improvement so as t occasion either difficulty or just criticism and this although during those six year there have been expended in this count approximately half a million dollars in im

Senator Armstrong spoke of what he Futter-Plank laws, and defined the p poses of these two measures. In concluding his remarks, Senator Armstrong congratulated the convention on the possibilities for service in obtaining good road that were before it, wished it success an

National Vice-President Heard Supervisor Isaac Paimer was nominated for secretary of the convention by Chri-Rath, lighway commissioner for Hamlin at the conclusion of Senator Armstrong' address, and was elected. Frank Z. Will cox, of Syracuse, vice-president of the National Good Roads Association, was then introduced. Mr. Wilcox's subject was, ble. When you build them yourselves you will take a greater interest in them, and you will retain control of them; the state engineer or county engineer will not have power to expend money on these toads at your expense and without your consent.

Mr. McClintock gave suggestions as to the building of roads. It was advisable when building a road, said the county engineer, to make provisions for the building of sidewalks, so that this could be done when it became possible. He urged, too, that so far as possible the practice of beautifying the roads with fine trees being followed, and cauched his address with blowed, and concluded his address ons as to the making of bridge

Cost of Road Repairs.

Frank D. Lyon, special examiner of lighways for the state of New York, wa the first speaker at the afternoon session Mr. Lyon gave a review of Bulletin No. on the improvement, repair and mainte-uce of public highways, issued last July the Department of the State Engineer nd Surveyor. The builetin is of 124 pages and has appended a chart showing the amounts of money expended per mile per year for the repair and maintenance of public highways in towns of the state which have adopted the money system.

There were in Monroe county, said M Lyon, 1,320 miles of road, of which 754 miles were being worked under the old labor system and 566 miles under the

Mr. Lyon spoke of the state's right to withhold aid from the towns until it was satisfied that the highway commis were doing the work properly. In co-operating in the building of good reads, he said, the supervisors of the counties and the highway commissioners of the towns were acting as if officers under the direc-ion of the State Engineer's department; herefore, he said, there was a need for

Ontario County Roads.

Ira P. Cribb, supervisor of the town of at indaigua, Ontario county, spoke on a roads of his county. The building of od roads in his own town, be said, had begun ten years ago, and the town had imced its roads at a small expenditu but had made good roads. Fifty miles of good roads should be completed in the county of Ontario this year, he said; the Board of Supervisors had authorized the abling of fifty miles more, and petitions in the improvement of other roads would presented at the November meeting of the board.

"We have six towns in the county," said Mr. Cribb, "that are working under the money system, and not one of them would change back to the old system Some of the towns are at work under their

own systems."

Mr. Cribo spoke of the early work in the county in good roads building. While many criticised the worth of the work, he said, others accorded it their hearty support. He gave figures to show at what small cost some of the roads had been improved by the town of Canandainy. This was due he said to the daigua. This was due, he said, to the will with which the farmers entered into he work, giving their labor, stone, etc.,

freely.
"We found," said Mr. Cribb, "that, when these roads were built by the towns, the sides of the roads took care of themselves. This has not been the case with the roads built by the state. The sides of the improved state roads have been left in bad condition—boulders have been heaved out of place and left on the road ide, depressions made have not been filled up, and in many places it is impossible to un a mover along the sides because of

One Effect of Good Roads.

f the farmers along the roads has been

Mr. Lyon asked Mr. Cribb if the state roads to which he referred had been improved by the state department. Mr. Cribb said that he did not know; he had been told by a division engineer, he said, that usually all the roadsides along state roads were left in the condition of those

r. Cribb told of the cost to the town of Canandaigua of some of the roads the town laid built. One road, eight feet wide and eight inches deep, had been built at a goet of \$950.40 a mile; nother, ten feet wide and eight faches deep, had been im-proved at a cost of \$1,056 a mile. "I do not wish to be understood," said

"I do not wish to be understood," said Mr. Cribb, "as being opposed to state roads. The state roads we can build cheaper than those we have built. I am in favor of state roads every time. Paying 15 per cent. of the cost of the road, we have, for example, three miles of state road at a cost of \$3,000. We have been uble to build the town roads at such a low rost because of getting labor and terials for nothing."

Roads at Reduced Cost.

Arthur Warren, county attorney of Monroe county, spoke of the recent amond mont to the highway law, and at the clos piled by him, in which these amendments are concisely stated. After speaking of the himendments made to the Higbie-Armno law, Mr. Warren said:

"I cannot pass this subject without call attention of the towns to the fact re, of the privilege of constructing and or highways under the prov the Higbie-Armstrong law at a medium of \$1,500 and upwards.

It has been the practice of the towns to

t highways costing from \$1,500 to 3,000 with town moneys; and, while this neglect of supervisors to offer reso-

luced for improvements at a more limite

"If it is decided to improve a highway at a cost of not more than \$2,000 a mile, a resolution to that effect could be as readily passed as a resolution to improve a highway to cost from \$7,000 to \$8,000 a mile. The cost to the town would be but 15 per cent., or \$300. If it is decidthe cost to the town would be but

Expensive Maintenance.

The last address of the afternoon was by Stephen A. Warren, highway commis-sioner for the town of Irondequoit. His subject was 'Repairs to State Roads in Irondequoit," and he spoke of the Hud-son avenue road and the Webster road, section No. 1, both of which had been improved under the Highle-Armstrong The Hudson avenue road is a little more

than three-fifths of a mile in length, was sixteen feet wide and six inches deep. It was built in 1900, and has required much

was bind in 1000, and has required much repairing. Mr. Warren said yesterday: "The statement I have given shows that upon the road, which is only four years old, \$6,000 has been seen for re-pairs, equivalent to \$10,361 per mile, or \$2,500 per year. This affords a strong argument against the instice of making the argument against the justice of making the individual towns stand the full cost of making roads which may be considered ex-perimental, not to call it sometiling stronger. Of course, now with stone about eleven inches thick we hope it will endure

Work in Erie County.

Before adjournment, Senator Armstrong called upon George C. Deinl, county engineer for Eric county, who was in the room, to speak. In Eric county, Mr. Deinl sald, fifty-three miles of good roads had been built under the Higbie-Armstrong law. He speke of roads leading into Buffeld that had been built with a thickness. alo that had been built with a thickn of six inches of stone, but which had need-ed much repairing. He was of the opin-lou that the improved part of the road should be more than six inches thick.

Arthur J. Rockwood, division engineer, was also asked to speak. He referred to the statements made by Supervisor Warren, in regard to the Hudso navenue road. This road, he said, was subjected to a very severe test, since it was used by the many hucksters who came into the city, and who followed one after another, causing depressions that extended the whole length of the road. Such use, he said, would break up the best road.

The six-inch road, Mr. Rockwood said, was, he believed, usually two light. The state cogineer's department was making the best use of the funds it had, he said, but it was inevitable that some mistakes

ould be made,
After adjournment the highway comsioners, at the suggestion of County Engineer McClintock, had a group photograph taken before the Court House,

ning, beginning at 10:30 o'clock, P. Dean, sidepath superintendent of Mone county, will give an address on "The tility of Sidepaths in Connection With approved Highways." The questions in the question box will be discussed, reports committees made and miscellaneous

At 1:45 o'clock in the afternoon a tour of inspection of the improved roads of the county, through the courtesy and under the direction of the Rochester Automobile Club, will be made.

Interesting Night Session.

President Thomas B. Dunn presided last night at the first meeting of the Chamber of Commerce, after the summer vacation. meeting was devoted principally to entertaining and listening to delegates to the good roads convention. Many of the mem-bers of the chamber were present. In a brief speech President Duen we

comed the delegates and heartly commended the work of read improvement, which, he said, was intimately connected with the prosperity of the entire state. He then inprosperty of the trank C. Wilcox, of Syra-cuse, vice-president of the National Good Honds Association, as the first speaker. Mr. Wilcox began by saying that he had prepared no paper and would "just talk."

He would not say much, he said, about good roads, but would speak about his trip to England, as a delegate from the National Good Roads Association to the convention of the Good Roads Association of England.

"I was entertained for a day at the estate of Lord Derby, where there were fifty-two miles of macadam roads on the estate of fifty acres," said Mr. Wheox. "I inspected many other English roads. The surface of the English roads is excellent, but the roads themselves are crooked, narrow, shut in with hedges, and altogether not pleasant to ride over. The roads have been under the urban system, but are now coming under the county connells. These rands were not hald out as In this country, but grew out of paths."
Mr. Wilcox closed his address by predicting that England would soon cease to be a

Of Value to All Classes.

The next speaker introduced by President Dunn was William C. Barry, who spoke or behalf of the Chamber of Commercy. Mr "The good roads movement is one of the

most important propositions now before the American public. All are vitally in-terested in it, whether it be merchant or farmer, professional man, banker, manufacturer, artison; whatever tends to increase the agricultural prosperity of the country affects everyone. As a represent-ative of this chamber, I know that I voice its sentiments in extending to the mem-hors of the association hearty congratulations and sincere commendation upon what has been accomplished thus far. The good roads built recently in this vicinity and ex-tending in various directions from the city, are object-lessons which will do more to further the movement and impress its importance upon the people than anything

portant matter has been postponed too long, and it is very gratifying to all friends of the project to see such an awakening, and to note such a general interest as is being taken in the movement.

"This convention is an evidence that the work started so auspiclously will not be allowed to lag. Every obstacle to the accomplishment of the desired end should he removed. The support of the people can be relied upon. Ioffer these words of encouragement in the name of the citizens of Rochester, who I know will approve what I am saying. I trust that the laws framed and enacted will distribute the ex-pense equitably, and care should be taken to relieve the agriculturalist as much as essible. While he is directly interested, t seems to be, be defrayed by a general Too much stress cannot be laid on this subject of maintenance. A plan should be adopted by which repairs shall be made promptly when needed, and every road should be kept in perfect condition all of the time.

Harm in Neglecting Repairs.

"We emphasize the question of mainte-nance because we see every day in our nance because we see every day in our cities what great damage results to fine parements from negelecting repairs, or in making them too late. A street in the city is frequently torn up just after a new pavement has been laid, and many times the repairs are improperly done and the new and expensive pavement permannty injured. So with the improved roads. They should be watched closely.

"As regards the ornamentation of the country roads, I must say that it would be a great misfortune to build a road and fail to plant a line of trees on either side. The road, no matter how good, would be incomplete without them. Those who dur-ing the past summer have enjoyed rides in their automobiles will testify to the great advantage and beauty of roads planted in this way. The shade of the trees is bene-ficial to the road-bed, keeping it from baking or drying out too rapidly, and prevent ing dust. We all remember what comfort we derived drom a shady road, and how we expressed our gratitude to the planter though he had most likely passed from this

"I will predict that in the near future "I will predict that in the near future thoughtfulness of this order will be appreciated more than ever, now that city people are fourneying through the country so extensively. And how much trees enhance the value of farms! By them the surroundings of a house are so much improved, and the home looks like a comfortable one.

"May the good roads movement conause of road improvement throughout the

Money Saved to Farmers.

Frank D. Lyou, state inspector of im-roved highways, was the next speaker. He evoted much of his address to showing that good roads effect a great saving to the farmers and truck growers, in the matter of road transportation of the state amounts to an enormous sum, and this cost, conserva-tively speaking, could be reduced at least 5-per cent. by good market roads. In Monro ounty alone, he said, a saving of \$250,000 annually could be made in drawing produce market, if the roads were impr losed by complimenting the county of Mo oe on its progress in good road making.

The last speaker was Hon. W. W. Armstrong. Senator Armstrong reviewed the distory of good road making in Monroe coun in particular, and in the state in general. to luncheon, President Dunn declared the neeting adjourned.

OCTOBER 12, 1904.

TOOK TRIP OVER IMPROVED ROADS

DELEGATES INSPECT HIGH. WAYS IN AUTOS.

ASSOCIATION ORGANIZED

William C. Barry President of Monroe County Good Roads Association-Resolutions Giving Sugges. tions in Road Building Adopted

After perfecting its organization by the election of officers and committees, and contains contains resolutions, the Monroe County Good Roads Association brough convention to a close she In the afternoon the delegates, in about 100, were taken over the impi

about 100, were taken over the maproyed poads to the west, south and east of the city by the Rochester Automobile Club. The address by A. P. Dean, sideouth su-perintendent of Mouroe county, was given at the morning session. Mr. Dean's sub-ject was "The Utility of Sidepaths in Con-portion With Improved Highways." Mr. Dean said:

Dean said:
"The law in relation to the building and "The law in relation to the building and maintenance of sidepaths, enacted in 1898, permitted the county judge of Monroe county to appoint a board of sidepath commissioners. April 16, 1898, there was appointed in Monroe county a board of sidepath commissioners. This law required that the board of commissioners should adopt a form of license badge, to be known as a bicycle sidepath license. From 1893 to 1992 the Monroe County Sidepath Commission built about 150 miles of sidepath in Monroe county from the sale of license

by wheelmen, but are used thron county as sidewalks. During the of 1903 and 1904 the sale of decreused over half as compared with for-mer years. Consequently the paths could not be maintained in as good condition as

"In March, 1904, a law was enacted doing away with the Board or Sidepath Com-missioners, and placing the sidepaths here tofore constructed and hereafter to be conrol of the county engineer

Money for Paths Insufficient. f license badges, which means a large for the highway commissioner to render some assistance in the maintenance of

"In 1903 there was a law enacted which permits the Board of Supervisors of any county in the state of New York to ap-propriate money for the maintenance of sidepaths. In Onomdaga county this sea-son the Board of Supervisors voted the Onondaga, County Sidepath Commission \$1,000 to assist in the maintenance of the aths of that county. A great many of hese paths were used more by pedestrians han by wheelmen, and the demand for heir maintenance was such that the Board Supervisors felt justified in voting \$1, 000 for the maintenance of the said paths "There are many miles of sidepaths it Monroe county that are used largely by pedestrians. If the paths have not been pedestrians. If the paths have not been found satisfactory during the past two years, it is due to the impossibility of liceping the many miles of sidepaths in repair with the money from the sale of beense badges. The whoel is not used for pleasure as it was a few years ago, though still used a great deal as a convenience. Children use it to go to and from school.

People Want Them as Sidewalks.

"Several years ago a sidepath was built from Brockport to Hamlin. After the stateroad was built it was decided to state road was built it was decided to state road was built it was decided to ing that the state road answered the purpose for wheeling. The abutting property ewners along this road obected to this course. A great many of them said that if the Sidepath Commission abandoned the path they would see that it was maintained along their properties as a sidewalk.

"Chapter 45 of the laws of 1902, reads that the commissioner of highways of any town may, upon the written application of a majority of the inhabitants of any district, authorize one-fourth of the pended in the construction of sidewalks within the district, so that with a reasonable amount of assistance, good paths may be built for a nominal sum per mile. The county engineer has plenty of tools for use in the construction of these,

for use in the construction of these,
"These paths are valuable as sidewalks
and should be maintained as such, and
the highway commissioner would be justified in rendering assistance as to the nce of them and in the construc tion of new paths in localities where there are demands for them.

"The sidepath was the forerunner of good roads, as the bicycle was the fore-runner of sidepaths; and their building in this county was a powerful factor in the good roads movement. Their utility has been so demonstrated that they are now used quite as much by pedestrians as by wheelmen. And the public demand propriation of sufficient money to them in repair."

After the address of Mr. Dean, the question box was opened and questions arswered and discussed. The Committee on Permanent Organization then reported. and its report was adopted. The name of the officers and members of committee of the association follow:

Officers and Committees Elected. President, William C, Barry; vice-president, Admiral Frank Hanford, Wheat land; secretary, Supervisor Isaac Palmer Hamilin; treasurer, Marshall Todd, Hen

Executive Committee-Supervisor G. L. Meade, Charles E. Shafer, Supervisor G. F. Harris, Supervisor E. H. White, Supervisor T. Duna.

visor T. Duna.

Legislative Committee—County Attorney Arthur Warren, Supervisor J. W.

Hopkins, Supervisor F. Defendorf, Supervisor H. Kennedy,

Committee on Maintenance—County Engineer J. Y. McClintock, Supervisor F. C.

Defendorf, of Perinton.

General Committee—James G. Cutter, T. B. Dunn, A. B. Lamberton, D. B. Murphy, Levi Hey, F. B. Mitchell, H. B. Hatinway, C. T. Chapin, W. F. Balkam, F. Yates, H. C. Brewster, P. V. Crittenden, H. A. Smith, R. A. Sibley, Dr. F. A. Jones, all of Rochester; A. E. Babcock, C. F. Warrant and C. J. Brown, Brighton; C. A. Nichols, J. Brown, G. W. Tunnison, of Chill; A. J. Gallup, G. Morgan and Dean Crippen, of Charkson; E. C. Campbell, T. J. Leddy and J. F. Martin, of bell, T. J. Leddy and J. F. Martin, Gates; John Paine, W. N. Beltton a Heman Glass, of Greece; J. H. Redm G. W. Elliott and J. Klafchn, of Hamlin; C. G. Starkweather, W. Newton and P. F. Martin, of Henrietta; M. Whipple, M. W. Jackson and I. Buyek, of Irondequoit; C. M. Cole, E. U. Smith and Martin Davis, of Mendon; Thaddeus Dunn, O. T. Hubbell and C. M. Wolfrom, of Ogden; B. Wilder, W. J. Smith and W. S. Wood, of Parma; H. Kenredy, J. Gaston and A. J. Bown, of Penicki; C. W. Butler, W. Ashe and D. C. Becker, of Periator; J. Hopkins, A. Finucane and C. Schoen, of Pittsford; C. Lear, G. A. Johnson and J. Lemmon, of Riga; M. E. Kinsey, J. B. Hamilton and J. Sherman, of Rush; J. Sutphin, G. Benson and H. L. White, of Swedon; A. E. Wright, G. Weiser and H. Howman, of Webster; C. D. Nichols, W. J.

Rafferty and E. D. Brown, of Wheatlan Some Needs in Improved Roads.

In the report of the Committee on Resolutions, the thunks of the convention were

extended to the Chember of Commerce, the Rochester Automobile Club, the speakers at the convention and the press. Other resolutions expressed the desire of the convention that the state should make the bridges over the canal strong enough to carry a steam roller; that the plan for improved roads in the county should be made on the basis of a slope and steeper than three inches per foot away from the roadway into the gutter where the gutter or embankment is less than three feet, that deep ditches should not be made except deep ditches should not be made except where necessary, and that as far as pos-sible the improvements should be designed to allow of trees and sidewalk; that where possible without too much additional cost driveways into private lots shall be made so as to require a culvert, and that when such culverts are necessary they shall be of more enduring materials than timb that a law should be passed that will make it easier to obtain the free and unob-structed use of highways to their full width as laid out according to the record.

Automobile Trip Over New Roads The automobile trip in the afternoon was both a pleasant manner of entertaining the delegates to the convention and an excellent way of affording them an opportunity for seeing what has been done in improving the highways of the county. Twenty automobiles left the Court House at 2:45 o'clock, and the party returned to the city soon after 6 o'clock, after having gone about forty miles. It had been plua-ned to go over an oblong course from the city back to it, for the most part on improved roads, but because of the bad condition of one of the unimproved roads, the timerary was changed somewhat; instead of going on the Scottsville road to Balantyne bridge and on the town line road to the West Henrietta road, the party turned at Sand hill, on the Scottsville road, returned to Elmwood avenue, on it went to West Henrietta road, on the West Her rietta road about five miles, and returned to Elimwood avenue, after which the itiner-ury as planned was followed. The course

From the Court House to West avenue, to Genesee street, to the Scottsville road, to Sand hill, return to Elmwood road, to Mount Hope, south on the West Henrietta road, returned to Elmwood avenue, east to Highland avenue on Highland avenue to the Monroe avenue road, to Pittsford on the Pittsford road, northwest on the East avenue road to Montagered. the East avenue road to Maplewood, where luncheon was served; return to Fairport, east on the Fairport rond to the Despatch road, to Despatch, north on the Five-mile line road to the Tract road, west to the Webster road, to Culver road, to East avenue, to Main street.

ing of more of the trade of the surrounding country, especially to the south, into Rochester, by efforts on the part of the city's business interests to increase the railroad facilities from the country to the city. It is declared that some of the valley railroad managers have entertained the freight and that there was no advantage in reducing village business

Mr. McClintock is of the opinion that there should be hourly trains connecting the city with the valley settlements and he thinks that there belt line so as to tap the territory broadly. He points to the fact that Albany. Troy and Cohoes are thus fed with trade from the surrounding country, the tracks of the New York Central Railroad and the Delaware & Hudson being a part of a belt-line system aimed to develop farreaching

Mr. McClintock declares that the railroads in the Genesce valley seem to be operated expressly to divert business from Rochester to Buffalo, railroad facilities to Buffalo having been advantageously developed in territory that naturally should be tributary to Rochester. He finds that the four roads running south out of Rochester at the present time are not being operated anywhere near to their capacity so as to encourage travel to Rochester. This is made evident in the fact that it is now almost a

Mr. McClintock believes that the railroad managers should be made to realize that twenty-five or thirty trains a day instead of four or five would bring a profitable passenger traffic to them and he urges the Chamber of Commerce to take up the matter with these railroads. The matter certainly deserves attention, and it is pleasing to note that it is planned to situation - The Jims, Oct 1, 1904

Rochester's Poor Valer Railroad Facilities

there is a good deal of practical state of the August School Couler Co

"Once more we are carred to make in the rush of business to mourn the loss of one of our fellow associates, the news of whose sudden demise came to us with a shock of

Central Library of Rochester and Monroe County

.

"In Mr. Averell's death the community loses a valued member who has endeare himself to all who knew him through hi

"The wholesale grocers of Rochester dehis memory their places of business will be D. r C. Oct. 15, 1904

RIVER FLOOD PROTECTION.

Chamber of Commerce and Mayor's Committees Await Rafter's Report, The practical completion of the Erailroad embankment which is to serv railroad embankment which is to serve as a protection for the Exchange street property from river floods calls to mind the fact that committees have been ap-pointed by the Chamber of Commerce and the mayor to consider general means for protection from high water in the

Secretary Ives of the Chamber mmittees are awaiting the presenta-n of a report on the subject by George Mr. Rafter said when asked that he

vorking upon such a report and that he will soon present it for the consideration

MONDAY, OCTOBER 10

FORENOON SESSION

10:00 Calling of Convention to order by Supervisor Isaac Palmer, of Hamlin, Chairman of Good Roads Committee of Board of Supervisors

Address of Welcome by Mayor James G. Cutler

Selection of a Chairman

Selection of a Secretary

- 10:30 Address by Frank Z. Wilcox, of Syracuse, Vice-President of National Good Roads Association. Subject, "The National Good Roads Association; its Work on Behalf of Good Roads "
- 11:15 Address by J. Y. McClintock, Monroe County Engineer. Subject, "Monroe County Roads"
- 12:00 Motions and Resolutions
- 12:30 Recess

AFTERNOON SESSION

- 2:00 Address by Frank D. Lyon, Special Examiner of Highways of the State of New York. Subject,
- 2:45 Address by Ira P. Cribb, Supervisor of the Town of Canandaigua, Ontario County. Subject, "Ontario County Roads"

MONDAY, OCTOBER 10

AFTERNOON SESSION

- 3:15 Address by Arthur Warren, County Attorney of Monroe County. Subject, " Recent Highway
- 3:45 Address by Stephen A. Warren, Highway Commissioner of the Town of Irondequoit. Subject, "Repairs to State Roads in Irondequoit"

General Discussion of Highway Questions

EVENING SESSION

- The Evening Session will be held at the Chamber of Commerce Rooms at 8:00 o'clock
- Address by T. B. Dunn, President of the Chamber of Commerce
- 8:10 Address by Frank Z. Wilcox, of Syracuse. Subject, " Some Observations and Reminiscences on the Highways of Great Britain "
- 8:30 Address by John A. Barhite, of the Rochester Automobile Club. Subject, "Good Roads from an Automobilist's Standpoint"
- 8:50 Address by William C. Barry. Subject, "Ornamentation of Highways"
- 9:10 Luncheon.

TUESDAY, OCTOBER 11

FORENOON SESSION

- 10:30 Address by A. P. Dean, Sidepath Superintendent of Monroe County. Subject, "The Utility of Sidepaths in Connection with Improved Highways"
- 11:00 Opening of Question Box and Discussion of
- 11:30 Report of Committee on Permanent Organization
- 11:45 Miscellaneous Business

12:00 Recess

AFTERNOON SESSION

1:45 Tour of Inspection of Improved Highways of the County through the courtesy and under the direction of The Rochester Automobile Club





First Annual Convention of the Monroe County Good Roads Association

Rooms in the Court House

October tenth and eleventh, in the year Nineteen hundred and four

OCTOBER

DISCUSS PLAN TO PREVENT FLOODS

MAYOR'S COMMITTEEMEN HOLD LONG SESSION.

RAFTER HAS SUGGESTIONS

So Has McClintock, and the EnglneersTalk Them Over Preparatory to Making Final Report to the Mayor-Business Men Interested

In an executive session, continuing three hours and a half yesterday after noon, the special committee appointed by the Mayor to take up the matter of flood protection for the city went over the whole subject, preparatory to making its final report to the Mayor. The committee is composed of Edwin C. Fisher, eity engineer; J. Y. McClintock, county engineer; George W. Rafter, consulting engineer; Mosslow, Pagestell cincer; Houston Barnard, assistant state operintendent of public works, and Thomas W. Finucase, contractor. All were present at the conference except Mr.

The committee met in the City Engi

neet with the special committee appointed by President Dunn, of the Chamber of Commerce, for the same purpose. This rounnittee is composed of Harvey B. Graves, James E. Booth, Walter W. Pow-ers, William C. Barry and Lansing G. Walmers The time was taken up yesterday after

noon mostly with the reading and discus-sion of a voluminous report prepared by Engineer Rafter, covering proposed meth-Signification of a comminguation of a comminguation of a comminguation. The report included plans for a storage dam and remaining walls. Each point as presented was discussed at some length, the object heing to incorporate it, if all agreed, in the final report to his Honor.

Mr. McChintock is understood to have presented a report also, agreeing in the main with all that Mr. Rafter set forth,

but somewhat more radical. For one thing he believes that radical changes should be made in the Main street river bridge, ever the sacrifice of some of the building The passageway, he suggests, should be opened at this point, not only to allow a freer flow of water through the center of the city, but to give the public a better view of the aqueduct, which he believes to be one of the finest pieces of masonry in !

The report of the committee is awaited with interest by all business men who have property in the center of the city, because of the constant menace to their property during flood times. Several of them have served notice on the city that they will hold the municipality liable in case of damage to property unless steps are taken immediately to keep the Genesce within its bounds. For this reason the Mayor has placed the matter in the haads

IS SURE TO WIN

This Is What Hon, F. Z. Wilcox Says of Chamberlain's Policy.

SAYS RECIPROCITY MUST COME

Keepard Och 1/1/00 In Some Interesting Addresses at the Chamber of Commerce Last Night Speakers Told of Good Roads Movement, What Had Been Accomplished and Great Value of the Work.

The first meeting of the Chamber of oved an interesting one. The delegates ion in Rochester, including the Board of Highways in the towns and villages in Monroe were present as guests. The meeting was called to order by President Thomas B. Dunn, who in a short ad-dress welcomed the visitors. "The questlon of good roads," he said. "Is on

use, vice president of the National Good Roads Association, who gave an inter-esting talk in regard to his recent trip o Great Britain as representative of tha over he said that he met General Will Army was a great institution and that

he had a great respect for it. "In Great Britain there are two great points of interest which he had visited and of the impressive ceremony of the King officially entering London for the purpose of laying the corner stone of St. Bartholomew's Hospital. In reference to the roads of the British Empire he said that they were not as pleasant to drive upon as those in this country. They are more one of maintenance than of the

construction of new roads. They are enclosed on both sides by hedges and as a rule are crooked. The roads of the island kingdom, however, are being turned over gradually into the hands of county councils with the result hat better roads are being enjoyed year v year. He also said that there was a gradual change showing itself in the economic conditions in England and pre-dicted that in another decade or two it would no longer be a free trade country. Chamgesria olaehtmoif fawinw ytyony

'Chamberlain's policy of reciprocity," he said, "is sure to win as day is to follow John C. Barbite was to have been the

next speaker but owing to illness he was unable to be present. President Dunn in-troduced William C. Barry, who said in The good roads movement is one of

the most important propositions that has ever been before the American pubof the cities as well as the farmers then selves, who derive the most direct bene-fits. Whatever tends to increase the naelcultural prosperity of any country terests every one. The good roads which have been recently built in this county are object lessons which will impress themselves on all intelligent people. Every obstacle to the accomplishment of those who are promoting the interests of good roads should be removed. The great body of the people can be

"The cost of the maintenance of these roads, after they have been constructed, should be met by a general tax. Too much cannot be sald of the mair of these roads, and this is the great se-cret of good roads. It would be a great misfortune to build a nice road and not place trees along the sides of it. No road in condition. They prevent the drying and cracking from the rays of the sun

"I will predict that in the future thoughtfulness of this kind will be approclated more than ever, because the people of the cities are using the coun-try roads more than ever and they enjoy the coolness of the green trees by the roadside. May the good roads move-ment continue and prosper and may no effort be spared to advance the good The next speaker was Special State Examiner of Highways Frank D. Lyons,

ternal commerce of any state as im-proved highways. They mean more than all the railways, all the trolley ways and all the waterways of a state. The primary factor in all the material prosperity of any country is its high-ways."

"The speaker then went on to quote statistics showing the great financial gain to this county from the building of improved highways. He was followed by Senator Armstrong, who also spoke in the interest of good roads. The Senator told of the legislation which had been passed relative to this subject and of several things which were to be brought up at the next session of the hments as guests of the Chamber

OCTOBER 13, 1904.

SAW THAT MONEY ASKED IS NEEDED

REPRESENTATIVE BURTON AT CHARLOTTE.

OLD PIERS UNDER WATER

Sea Was High When Chairman of Rivers and Harbors Committee of House of Representatives Was at Harbor With Hon. J. B. Perkins

Hon. Theodore E. Burton, of Clevela a member of the Committee on Rivers and Harbors of the House of Representalives, was in Rochester yesterday, Mr. Burton came to this city particularly to fulfill a promise made to Representative J. B. Perkins some time ago, that at the first favorable opportunity he would in-spect the harbor of Charlotte and its imnediate vicinity. Mr. Burton, accom-panied by Mr. Perkins and others, made the trip to Charlotte yesterday morning. The weather was most appropriate for the visit. A heavy sen prevailed, great waves dashing against the piers, and demonstrating in no uncertain way the fact that the harbor is in serious need of invediate attention on the part of the Federal government. The fog was so heavy on Tuesday afternoon that Keeper Tonge, of the lighthouse, rowed out to the house to prepare the lights. The high winus that have prevailed outside the harbor have since kept Mr. Tonge at his post, unable to return to shore in his yawl. Yes-terday at noon he signaled shore that he was in want of provisions, and the tug.

Needs of the Harbor. the Genesee Valley Club. In the evening Mr. Burton went to Clyde, where he ad-ressed a Republican mass meeting. Mr. Surton was seen at his room at the Powers Hotel late in the afternoon. To a

for the Democrat and Chronicle

"The problem what to do for the Charlette harbor is very simple. First the
piers that extend from the month of the
river into the lake should be repaired.
Not only is there danger that parts of
the piers will be destroyed by a severe
storm, but great quantities of sand and
a way through them in their present damgreat condition, thus, requiring frequent nged condition, thus requiring frequen

necessity for repairs at Charlotte is the same as at many other harbors on the Great Lakes. In piers or break-waters constructed of wood and timber crips with stone in the center or body of the crib, the portion below the water water line and above there is decay. The usual method of repairing is by replacing the timber construction above the water line with blocks of concrete. This presents the most urgent necessity or improvement at Charlotte. Then a certain amount of dredging between the piers and

Harbor of the Better Class.

"In comparison with other harbors of the Great Lakes, I would say from the cursory examination of to-day that Char-lotte is one of the better class—consider-ably above the average. The entrance would seem to be not difficult, even during storms. The direction of the piers, which extend some 3,600 feet from the mouth of the river into the lake, is well adapted for entrance, because they lie in the opposit tion to the strongest winds, which, as I am told, are from the northeast. Then if a boat should fail to enter between the piers there is a fair opportunity for an-chorage outside, under the shelter of one

"It would hardly seem to me that an outer breakwater is necessary. The depth of the channel should be made not less than sixteen and one-half feet, and before many years it ought to be made deepe than that. Sixteen and one-half feet is the maximum depth for which provision could now be made, because that is the maximum figure for which there has been any survey or estimate, and under the rules which we observe at Washington a survey or estimate is a necessary requis

for any application.

"Of course, no one can say what Congress will do this winter in the way of river and harbor legislation. It is expected, however, that there will be a river and harbor bill. In any event, the claims of Charlotte will receive careful attention from the Committee on Rivers and Har-bors. Both Mr. Perkins and Mr. Brewster, while members of Congress, have very earnestly urged the claims of the harbor and presented arguments before us

Tour of Inspection.

Among those who accompanied Rep-sentative Burton to Charlotte were A Perkins, former Representative Henry (Perkins, former Representative Henry C.
Brewster, Thomas B. Dunn, president of
the Rochester Chamber of Commerce,
George L. Eaton, secretary of the Roche
ester & Pittsburg Iron Company, and Moss
Mosely. Upon their arrival at Charlotte
the members of the party first went to the
New York Central station, where they met
a number residents of the village and seynher residents of the village and se

Included in this number were Peter M Schwartz, president of the village of Char-lotte; George Spring, New York Central station agent; Harbor Master John W. Preston, Captain Horrigan, of the barge John P. Horrigan, of Ogdensburg, and Captain Fitzgerald, of the barge Rugee. About 10,000 tons of coal are transported from Churlotte harbor every week during the season by these two barges, and there-fore, Captains Horrigan and Fitzgerald were able to give the visitors valuable in-formation concerning the conditions that prevail in and about the harbor, partic-

The party went aboard the tug Floren Something like \$15,000 is being spe in repairing the longer pier.

Bad Breaks in Pier.

The work consists in restoring two sections of the pier that have become seriously impaired by the continuous pounding of heavy sens. One of the gaps in this pier is fully 150 feet in length. The men in charge think they will be able to com-plete the concrete work before ice forms

in the river.
Major H. A. Adams, a government oficar is the engineer in charge of the im ficar. is the engineer in charge of the improvement. He is assisted by John C. Churchill. Nicholas Gabel, of Oswego, is overseer, and he is assisted by his brother and John W. Preston, of Charlotte. Captain Peter Hershley, of Tonawanda, utilizes his tug in hauling the sand scow, a dredge and a derrick scow. Two of the geows belong to the government. The other is rented from Oswego owners.

Since the repair work was begun some time ago a considerable force of laborers has been employed. Two divers have been busy during the past month. The remains

busy during the past month. The remains of the old cribs were first removed, with

the stone within the cribs, which had be a undermined. This accomplished, eribs ninety feet in length were towed to the place and sunk, after which each crib was filled with stone and the top leveled. The new cribs will be incased in concrete.

6

Trunk lines of the country has prepared a defense of the new play which the crib was filled with stone and the top leveled. The new cribs will be incased in concrete. new cribs will be incased in concrete blocks, which will be ten feet long, four feet high and three feet wide at the top. Work Now in Progress.

These blocks of concrete are made with a depression in the center at the top. In this depression will be placed the cement this depression will be placed the cement of the superstructure to "key" into. Grooves will be provided at the ends for a cement keystone to be fitted in. The whole concrete superstructure will be constructed with manholes, so as to allow an inspection of the crib whenever it is desired. Despite the fact that the unfavorable weather has greatly retarded the work, Engineer Gabel has hopes of completing the 330 feet of new pier this year. The dredge continues to dig about the en-

The dredge continues to dig about the entrance to the harbor.

The work above described is a part of that for which Mr. Perkins obtained an appropriation of \$20,000. He proposes to make a strong effort to obtain \$60,000 for the further improvement of the harbor and its approaches, and the idea in Inducing Mr. Burton to visit Charlotte was to/so impress him with the needs of the harbor. There is no question that Mr. Burton was impressed. His frequent inquiries of the lake captains and others denoted that he was interested in what he saw and want-

ed to be fully informed upon the matter.

Representative Perkins was well pleased
at the results of the trip, and is of the
opinion that he will now be able to press a bill carrying an appropriation of \$60,000 for the harbor improvement to a success-ful issue. It has been decided that a committee from the Rochester Chamber of Commerce will visit Washington next winter, to urge legislation favorable to Charlotte harbor.

MAP OF GOOD ROADS

McClintock's Itinerary Idea Struck State Inspector Favorably.

Relative Length and Location of Improved Highways Throughout the State Could be shown and Other Information of Interest Given.

In preparing the small booklet containing a map of the improved highways in Monroe county, the date of their improvement and other information, for the convenience of the good roads men who enjoyed the automobile ride following the convention this week, the county engineer set an example that is likely to followed by the state engineer's

This small folder, distributed with the compliments of The Post Express, re-ceived favorable comment from the supervisors, highway commissioners and others who enjoyed the thirty-mile trip made possible by members of the Roch-ester Automobile club. Hon. Frank D. Lyon of Albany, state inspector of im-proved highways, was especially please with the printed itinerary, and told Mr AcClintock that he would suggest compilation of information in a smilar way, relating to improved highways that have been built in other parts of the

which the supervisors have elected county engineer, while many others have improved highways, it is possible that the McClintock itinerary idea will be followed by the state engineer's highway department to cover the entire

A map of improved highways throughout the state, made on a reduced scale, and notes showing the mileage of the various highways, together with information as to points of interest on or near such roads, would, it is believed be n great demand by automobilists who wish to make extended tours, and by clined to take extended driving trips.

Such a map would be a complete guide for persons who seek smooth roads for the pleasure of riding and who have no particular place in mind in making th trip. The map would be preferred, it is believed to mile posts. The mile posts do not indicate the location of other improved highways that might be in proxglance, not only the distances but th location of smooth roads wherever they constructed in the sam

county and in counties further on.
Copies of the booklet prepared by Mr. McClintock were received on the ride last Tuesday by those members of the Rochester Automobile club who pro-vided touring cars, but there are many more automobile owners in the club, and the county engineer has furnished many of them with copies at their request. Cost Express, Oct. 14. 1904.

Proposed Belt Line. 1% 0/04 Efforts are being made by the Chamber of Commerce to bring about a conference of representatives of railroads entering Rochester and operating in the vicinity with a view to interesting them in a proposed belt line. Invitations will be sent to the presidents of the following roads: New York Central, Erie, Lehigh, Pennsylvania, Ruffalo, Rochester and Pittsburg, Dansylle Buffalo, Rochester and Pittsburg, Dansville and Mt. Morris.

FEW CHANGES CONTEMPLATED

Carriers Defend the Uniform Bill of Lading.

NO DIFFERENCE IN RATES

Shippers Have Always Had the Right to Elect Between Common-Law Liability and Limited Liability.

In response to a request of John M. ives, secretary of the Chamber of Commerce, Frank J. Firth, chairman of the uniform bill of lading committee of the trunk lines of the country, has prepared a defense of the new plan which the a defense of the new plan which the carriers expect to put in operation the first of January next. This has been the subject of much contention in commercial organizations throughout the country, many shippers contending that it limits the liability of the carriers without conferring a corresponding benefit upon those who have dealings with them. It has been claimed that the unithem. It has been claimed that the uni-form blank, signed as the railroads re-quire, will relieve the transportation quire, will relieve the transportation companies from responsibility for break-age or wetting; give them the right to load in open cars, if box cars are scarce; allow them to forward by any route; alt the time for making any claims thirty days after date of delivery. It is alleged that it provides that claims oust be made through agent at destination only; gives a lien upon property for any demurrage or other charges which may be imposed and gives any interested carrier the right to weights to any figure. It was further declared that in cas ethis contract was not intered into, there would be a penalty of 20 per cent. Increase over

present freight rates.

Mr. Firth, in his letter to Secretary Mr. Firth, in his letter to secretary lives, make a strong denial of these charges. He declares that the Uniform Bill of Lading is to be adopted not alone by the Eastern trunk lines, but by all the trunk lines of the country. He says that a commission with a constraint a control with the forms to be effected after January first, with those that have been published for many years in the official classification, will show how few are the changes contemplated. Shippers, he con

they do so. He continues:
"The official classification has for many years offered two classes of transporta-tion from which any shipper may elect to have the class of service he desires. to have the class of service in the No change whatever is proposed in this on January 1, 1905. If any shipper desires a carrier, or common law liability service, It must be rendered and at reaching the contrary. he sonable rates. If, on the contrary, he elects to have limited liability service, upon conditions stated in the official classification, it will be rendered and

at lower relative rates.

"The difference in rates between the common law liability service and the limited liability service has, for many years, been based on 20 per cent. years, been based on 20 per cent. It is claimed, I understand, that certain car-riers in the past have given favored shipers the common law liability service for the limited liability rates. I know of no way in which this could have been done lawfully; nor, on the other hand do I know of any intention on the part of any carrier or carriers to change any past practice they may have been pur-saing in this respect. For informa-tion as to this you should apply direct to the separate carriers by whose lines

you purpose making your shipments."

The matter of the uniform bill of lading is of interest to al! shippers in Rochester and was brought up at the last meeting of the Chamber of Commerce trustees. It was referred to the committee on railroads. After investiga-tion, the committee decided that shippers who were oposing it, had got wrong impressions, and that the carriers contemplated no serious encrouchment on the rights of their patrons.

FEW CHANGES CONTEMPLATED

Carriers Defend the Uniform Post Express, och 14,00 NO DIFFERENCE IN RATES

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In response to a request of John M Ives, secretary of the Chamber of Commerce, Frank J. Firth, chairman of the uniform bill of lading committee of the Proposed Electric Lines.

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OCTOBER 15.

UNION STATION WILL BE NEEDED

FOR TROLLEY CARS RUN-NING INTO CITY.

PREDICTION OF PROMOTER

Indianapolis, He Says, Has Such a Station and Its Usefulness to the Railway Companies and to City Has Been Amply Demonstrated

Not many Rochester people realize the nagnitude of the network of electric railus city. At the present time four inter-tion lines enter Rochester. At least ree additional lines are projected, and one in course of construction. Judging from roads may be promoted and flaunced dur-ing the coming year, all of which will bring The centering of so many electric rail-

roads into one municipality brings about much discussion, particularly among rail-road men. These men realize that one of the most important matters that will eventually require settlement will be the establishment of a union station for electric railroads in Rochester. This subject has received little attention in Rochester, but the feet the state of the sta ster, but the fact that so many lines are rejected, emphasizes the necessity of be-aning the discussion of a central or union

Rapid transit is one of the most promi nent problems before the American people to-day, and how the demand can be best met has been and is the study of many commissions, especially appointed for that purpose. The electric road seems destined to solve the problem. Frequent cars, or a train seeding of the cars, or a train service of two cars, have pro-be what the public demands in New Chicago, and all the larger cities country. In the transmississiple of the United States electric rail springing up in every quarter. It traveler can have through the throf Obio. Indiana and Illinois in

dequoit, the Sodus Bay road, and the Rochester & Eastern. A line that is to connect Rochester and Albion, including all the important villages en route, is in been constructed, and the progress would be much more rapid could the con-tractors obtain sufficient help. This rai-ally will undoubtedly be in operation a car from now. your from now. Eventually it will be ex-tended westward to Medina and Lockport, and at the latter point a junction will prob-ably be made with the Buffalo & Lockport. electric line. Thus cars will be operated between Rochester and Buffalo. By that time the Rochester, Syracuse & Eastern Railway Company will have completed its fire into this city, and cars may be run from Buffalo direct to Syracuse, via Roch-

The Rochester, Syracuse & Eastern Railway Company is now prepared to go ahead with the construction of its road, the franchise to cross certain streets in the village of Brighton having been obtained. Considerable work has already been done east of the city, in the vicinity of Despatch and Fairport, and when the company begins its work in earnest the enterpr very rapidly. The company, according to a state law, has three years in which to the road and begin the running of cars. This, the company's representives say, will be easily accomplished.

Rochester to Elmira.

One of the latest electric railway propositions comes from New York, and has for its principal object the connecting of Rochester and Elmira. Such a line would require the laying of about forty-seven uites of track, inasmuch as Rochester is already connected with Canandaigua by trolley, and Elmira is reached from Wat-kins by the same method. The intervening territory between Watkins and Canan-daigua is without classical action and cananice, except at Penn Yan, where a short line is maintained between that village and Branchport. The building of the proposed Rochester & Elmira fine would tend further to develop a field of trade that would be of vast benefit to Rochester. Elmira would be helped also. Rochester, however, would receive nine-tenths of all he outgoing trade of the lake country, as

the outgoing trade of the lake country, as that section is often termed. The projected Batavia road and the line through the Genesse Valley to Bath and Homelsville are somewhat dormant at this time, but new life and energy is exthis time, but new fire and energy is ex-pected to be infused into these enterprises next spring. The steam railway service between Rochester and Batavia has always been very good, but an electric line to the prosperous capital of Genese county would provide an opportunity for more frequent and convenient trips to the city, and, consequently, more intimate relations between the business interests of the two

Union Station Idea.

A reporter for the Democrat and Chron-cle recently had an interesting conversaicle recently had an interesting conversation with a well known electric railwa promoter, who is, in a way, connected with the Rochester, Syracuse & Eastern cor-poration, but for business reasons declined o permit the use of his name. He said,

"Electric railway men are contempla inage that the public has little or a knowledge of. I know of at least to propositions to build into Rochester, all c which are or will be backed by men wh have moves in practically unlimited questies. These men are willing to intheir capital in the proposed enterprises but do not relish the idea of having to fight for rights of way all along the vari at Brighton was awaited with a good der

Rochester. The centering of so many his here will, it seems to me, eventually result in the demand for a union station fe all electric railways. Such a station w f necessity require a site most convenier the business section of the city. From nes of the Rochester Railway Con

In Two Western Cities.

"This union station should be the joint reperty of the railways entering it. In indiamapolis, where I have been an uning single stop, and such through car ser Is said to be fully as rapid as that affordis and to be 101ly as rapid as that afforded by the steam roads. The same conditions that I have spoken of exist nearer Rochester, in Cleveland, and, in fact, in several of the cities east of the Mississippi and west of Cleveland the movement for union stations for electric railways is mal

ness is not excelled by that of any other city in the state. This is the view of county railiway men besides myself, despite the fact that Lake Ontario shuts off a northern territory. The country to the cast, south and west of the city is large and growing: The territory is one of the rich est and most fertile in the United States and is capable of supporting an immens population. The residents of this vast sec ion are noted for their thriftiness. Rocheter is the center for this population, and development of electric rallways is many of the country folk and the rest onts of Rochester

"It is because of these prospects that

railway men have their eyes upon Rochester, and that is the main reason why the idea of a union station for electric railways has been suggested at this time. Rochester people should lend all their aid and influence to the railway companies that want to enter the city. The city government should extend a helping hand, and not leave all details to be looked after by your business men's associations and individual citizens."

LITTLE DIFFERENCE.

Carriers Say Uniform Bill of Lading I avolves No Radical Change oy In complaince with a request by Secre-tary John M. Ives or the Chamber of Commerce, Frank J. Fjrth, chairman of the uniform bill of lading committee of the trunk lines of the country, has pre-pared a defense of the plan which the carriers propose to put into operation There has been no fittle criticism of the plan because it was claimed that the uni-form blank would relieve the carriers of certain responsibilities relative to the delivery of goods in good condition. The defense prepared sets forth that in

the adoption of the uniform blanks there are really but few changes contemplated and states that shippers are not required to sign the bills of lading unless they choose to do so. It is stated that those shippers who have been opposing the new arrangement have been dotn through being misinformed as to its true effect and that it in reality is well cal-culated to facilitate interstate commerce

GREAT BUSINESS PROJECT READY

Prominent Citizens Are in Session to Consider It.

RAFTER, FISHER, M'CLINTOCK

Mayor and Chamber of Commerce Have Definite Plans Regarding Storage Dam and Flood Protection.

A meeting which promises to be of the most vital interest to the business terests of the city will be held in the office of City Engineer Pisher at 1.30 o'clock this afternoon. This meeting intended to be the beginning of the end of a series of long discussions of the subject of protection from river flood and the establishment of storage and the establishment of storage dan facilities. Chamber of Commerce mem-bers have long realized the opportunity presented by a large river dowing through the heart of the city for greatly

Increasing the commercial advantages by the conservation of water power. Some time ago Mayor Cutler and Prest. dent Dunn of the Chamber of Commerce appointed committees to act jointly in the preparation of a comprehensive report of plans for putting into operation effective means for preyenting flood damage and at the same time enabling the manu-facturers to secure the benefits of great increased water power. I was the scussion of this subject which led to the realization of the opportunities and to the designation of Rochester as the

These committees have been hold and protracted assigns at which much of the practical discussion by experi-has been crystalized to such in exten-that it has been determined to meet this afternoon in the other of the city gineer to prepair a fliad report to the mayor and the Chamber of Commerce, The committee appointed by Mayor Cutter is composed of J. T. McClintock

state superintendent of public works and Thomas W. Finneaue, contractor. Business men constitute the commit-ter of the Chamber of Commerce, Harvey B. Gra es. James E. Booth, Walter W. Powers, William C. Barry and Lame-

value to the committee and which will form the basis for its report. Plans for a storage data and for means for preventing damage from river floods are treated in this report, the contents of which are reserved for the use of the committee of preventing the reserved.

which are reserved for the use of the committee at present.

It is understood that Engineer McClintock, who has learned the tenor of Mr. Rafter's report, will present a minority report. Mr. McClintock it is understood, wishes to take a long step in advance of the measures promosed by Mr. Patter. the measures proposed by Mr. Rafter, While agreeing in the main with all that Wille agreeing in the main with all that Mr. Rafter proposes, Mr. McClimock thinks that it is time for Rochester to reach out boldly and plan for the future; he is not satisfied with plans for the present and for but a few years in advance. In his opinior he assessed valuation of the cits \$130,000,000, will be doubled in the not distant future, by the extension of the city boundaries in all discussors taking the nearby vib. in all directions, taking the nearby vil-lages, and that the authorities should plan accordingly. In order to make am-ple provision for the growth of the busiss interests: Mr. McClintock, it is be

tent of opening the passage way for the flow of water at that point. He believes that the city will soon outgrow the arrangements made many years ago for the Main street crossing of the river, i Indeed, it has not already done so. this penchant is especially prominent in all his discussions of the subject of wa-ter storage, for he constantly keeps in countacturing city it adequate power

s provided. if two reports are thus presented to the joint committee this afternoon, it is probable that another meeting will be held before a decision is made. Busi-ness men of Rochester will be especially inference in interested in the outcome. Got Ex.

PLANS FUTURE FOR ROCHESTER Oct. 20/ort

M'CLINTOCK'S IDEAS ON FLOOD PROTECTION. BIG STORAGE DAM FIRST

Then the Reconstruction of Main Street Bridge by Removal of All the Buildings and Making Big Open Plaza on Each Side of Riter

Lest his position before the special Flood Protection Committee, resently ap-pointed by the Mayor, be misuaderstood and his contentions discredited, perhaps, and his contentions discredited, perhaps, County Engineer J. Y. McChintock yesterday unde a succement fully covering his views. Mr. McClintock is looking far into the future and plauning for the larger Rochester, which he thinks is bourd to

The plan urged by the County Engineer as "the only one which will do full justice to the problem," is summarized as

tice to the problem, is summarized as follows:

First. Build the proposed storage dam at Fortagerille, to its full size.

Seemd. Rebuild Muin street bridge, and remove buildings from it.

Third. Take for public use all of the property between Front street and the river, and between Water street and the river, from Main street to Coural avenue.

Fourth, Widen the river from Main street to Central aroune to the full ex-Fifth, Make a magnificent open plaza

on both sides of the river from Main street to Central avenue, which would form a fitting center to this beautiful city.

Sixth. Secure the passage of a law prohibiting the erection of any buildings over the river, and provide for the establishment of river lines, between which no construction will be allowed, within the limits of the city.

"I understant

"It understand perfectly," says Mr. Me-Clintock, "that under diodation of the state Constitution, and the present as-sessed valuation of the present city, such a broad plan is now impracticable as a

plan can be completed in its without making an undue burden.
"In the meantime the storage dam can be built, under the provisions of Senator Lewis's flood protection law, and we can

City's Phenomenal Growth.

ing to the proper development of the dis-tree by the people of the city who have

"It is but a few years gone that an ef-fort by same of our tarsceing citizens to push out the boundaries of the city to where they belong was blocked by the argument that such an calargement would require the extension of water mains an increase of the police and fire expens while lately cold-blooded emphalists have invesced \$2,000,000 in building a newattoworks, and laying pipes through a fin binding. the highests successful the policy through a cause they believe in its future. Ever day it is becoming more apparent that it is necessary to extend the field covered is the police force, for the safety of our ow-

"It is obvious that the growth of th ing establishments have been built in the of leading real estate men the in population in the city and more civity will be 15,000 for the y Every lodication points to a tree

"Besides the need of broader thorough-fares and larger spaces, there is the need for a sreat open space where the most im-portant function of a free people can be held, the meeting together of the people in mass. Such an opening or plaza is as im-portant for a city as a partor for a house, by the areat cities it has been demon-strated that a broad opening constituting, a fire line is well worth exablishing. Usually the great conflagrations, which have gotten beyond control, sweep along to some broad opening where the fire can be advantageously tought. This city has in the river such a fire line, which may be worth millions of dollars on some stren-nous day.

"The one great splendld natural feature, which three generations ago fixed the location of Rochester, and which has since formed the basis of its solid prosperity, and which promises to form a controlling factor in the future, is the beautiful, powerful and wayward Genesee river. While some few have always appreciated this, the river has been meanly treated.
"It was considered thrifty to build little shops over it on both sides of Main

"It was considered thrifty to build littie shops over it on both sides of Main
street, shutting off all view of it, when
such obstructions have been removed from
similar places in European cities long ago,
as relies of the dark ages. The existence
of these little shops has prevented the
proper cularrement of the openings of the
bridge for safe passage of floods, and has
encouraged a multicude of little petty
schemes for reducing the noble river to the
condition of a common pipe sewer, although it is the outlet of more than 2,000
square miles of broad plains, productive square miles of broad plains, productive intervales, and beautiful mountain slopes, and consequently has always the possibility of gigantic energy for destruction, if its way be barred.

"The establishment of the parks on the less interesting portions of the parks."

"The establishment of the parks on the less interesting portions of the upper and lower river shows that the community is awakening to the possibilities; and while this work is good as far as it goes, the same plan should be in a fitting manner extended clear through the city. There to this community. This city can be made, with but little effort and compara-

Danger of Floods.

For forty years the threatening floods of the Genesse have been a source of terror to property owners and tenants in the business center, for at that time a disastrons flood demonstrated that the openings under Main street bridge were not large enough to safely many the flood. openings under Main street bridge were not large enough to safely pass the flood of that time, and there was no means of knowing whether we had yet felt the largest flood of the river. The Investigation Commission and the committee of citi-zens of that day were convinced that more zens of that day were convinced that more opening should be made for the water, and that there might be a flood even greater than that one, which tore out Front street and did damage to the extent of \$1,000,-

"Since that flood there have been see "Since that flood there have been several occasions when the margin of safety was almost nothing. In 1902 immense damage was only prevented by a jam of her forming for the crucial period a frail but effective protection. Last spring the conditions for an upprecedented flood rivers must admit that there is possible

of a very much larger flood than that of 1865, but no man can tell when it will If there was a flood in the Kansas river in 1903 doing damage to the extent of \$10.000,000, although there had been no large one for sixty years before, and the volume of water flowing was fully three times as great as that of any flood of the previous twenty-three years during which record had been kept. On the Passaic tiver in 1902 there was a flood in which the flow per sevend was equal to 30 cubic feet for each square mile of territory durined, and in 1903 the same river had a flood in which the a flood in which the flow was 43 cul-feet for each square mile drained.

Now the largest esti mile of river valley; so that if the rate of flood flow should become as great as the Passaie, which appears possible, it rought reach a volume of double the flood of 1865, which demonstrated that the openings in Main street bridge were too

small,
"The area of openings under the dif-

"The area of openings under the different bridges is as follows:
Court street bridge, 5.081 square feet.
Andrews street bridge, 4.511 square feet.
Coutral avenue bridge, 4.528 square feet.
Ever canal aqueduct, 4.308 square feet.
Main street bridge, 3.307 square feet.
"It is well to say that Andrews street bridge is built so as to permit of enlarging the effective openings by moving back the river walls above and below it.
"Every plan which has been suggested for taking care of the flood flow of the Graesse river by tunnels, sinfees, movable

Genesce rives by tunnels, sinfees, movable dama, "V" shaped dams, and utilization of the new barge canal, has the fatal defect of great cost and doubtful efficiency.

Plan for Storage Dam. of our effort to carry out, is the controlling County Engineer J. Y. McClintock has outlined some of the advantages of the proposed belt line as follows: "This belt line would connect with

a population of 180,000, fifteen villages with more than 20,000 inhabitants, fifteen rich agricultural towns, with a population of more than 40,000.

" These towns comprise some 360,000

acres of productive land, which with the villages, offer sites for attractive homes for thousands of persons who there can

live in luxury with their families and do

o have the advantages of the splendid

to have the advantages of the splendid schools of Rochester and the families will be able to enjoy the theaters, lec-tures, concerts and amusements of the city. It is believed that a business of

\$500 per day could be secured at once and that this can be increased to \$1,000

a day. "Among the more important features

of the line would be Genesee Valley Park, Rochester Driving Park, State Industrial School at Pixley, Geneseo Normal School,

"Then there are the great canning

works at various points along the line, giving employment to thousands in pick-ing peas, herries and fruit, the big fac-

"It would appear that steam motor

cars are the best adapted to this line.

They are in use on a number of English and European railroads. The advantage of the motor car over the light train is

that two men can operate the motor car, while three are necessary to man the train. The motor car starts and stops

more quickly than the train and stops more quickly than the train and will carry fifty passengers and baggage and will not need to weight more than twenty-five tons. Such cars can attain a speed of forty miles an hour. It is said that they can be run for a cost of less

that they can be run for a cost of less than 5 cents per mile and a detailed state-

ment is made showing that the cost of running and repairing, including every-thing except interest on cost, is 11 cents per mile. At this rate an average of

six passengers, with a fare of 2 cents per mile, each car must pay expenses.

table showing the several villages and towns which would be reached by the

belt line and the population of each.

These are the towns: Avon, 3,031;
Caledonia, 2,070; Geneseo, 3,245; Lima, 2,333. Conesus, 1,189; Livonia, 2,947; Mt.

Morris, 3,638; Nunda, 2,437; York, 3,097;

Le Roy, 4,782; Chill, 2,216; Gates, 3,103; Henrietta, 2,141; Rush, 1,656; Wheatland,

The villages which would be reached

The villages which would be reached by the belt line are: Avon, 1,643; Caledonia, ,1017; Livonia, 808; Geneseo, 2,491; Le Roy, 3,144; Lima, 260; Honeoye Falls, 1,286; Mt. Morris, 2,307; Nunda, 1,054; Dansville, 3,902; Scottsville, 600; Garbuttsville, 100; West Henrietta, 100; buttsville, 100; West Henrietta, 100; Lord 200, 1041, 200.

100; York, 500; Cuylerville, 200; total, 20,-

Poet & three Three Agree to Send Delegates

to Belt Line Conference.

VIEW IT WITH FAVOR.

High Official of New York Central Says

Plan is Desirable if Additional Con-

struction is Not Required.

Three of the six raffroads involved in

he project of County Engineer J. Y. Mey

service, between Rochester and the

villages of the Geneses tailey sont fe-

callroads agree to sind to to the conference and the lot ter of W. C. Brown, third y of the New York Central.

favorable to the plan. Proofd Barnes, of the Western New Pennsylvania, acknowledges

f the invitation but says

vania. The only roads that he

trat, in his letter says:

President Charles E. Pugh, or the Pennsylvania Rallyay company, the lesses of the Western New York and Pennsyl-

will have to be referred to :

10-25-04

CO-OPERATE

RAILROADS TO

2.400; total, 40,276.

Mr. McClintock has also prepared

quarries at Le Roy.

tories at Lincoln Park.

the passageway through the city of reason-ably large capacity, which we know will be effective for preventing disastrous floods, and which we know will be of inestimable economic and sanitary value to the city of Rochester, as well as to the magnificent valley for fifty miles south. "The proposed storage dam at Portage-ville will make a pond of sufficient size

extended to the Chamber of Commerce,

half of the yalley in years when the weather conditions are normal; and the area of the reservoir is so great that it will hold back the floods even in wet years; For even assuming the flood to come when the reservoir is full, then it can only dis charge into the lower river as its surface is raised above the spillway, and in order to raise it only one foot would require the rull flood flow of the upper river at 40,000 cubic feet per second for twelve hours. This demonstrates that, with the dam built, the only flood to be feared at Rochester must come from the lower hal of the valley, with a small addition f

he storage dam.
"Admitting all this, there will still be

TO ST. LOUIS CONVENTION Thomas B. Dunn to Go as Chamber Commerce Representative.

Thomas B. Dunn, president of the Roche ter Chamber of Commerce, will attend the interstate commerce convention to be held in St. Louis on October 28th, as a delegate

of the Rochester chamber.

The object of the convention is to devise measures to expedite legislation giving the Interstate Commerce Commission additional powers. The principal subject of discussio will be the pending Cooper bill, which prac-tically reverses the present operation of the law, the order of the Interstate Commerce Commission under the present law being of no effect until an order is obtained from th courts enforcing it. Under the Cooper bill the order of the commission becomes opera-tive within thirty days after its promulgation, and so continues until suspended or s aside by the courts upon revision or app The convention will last two days and wi be held in the new dormitory of the Wash-ington University buildings. About 330 com-mercial and manufacturing organizations will from many state and railroad or tions, besides state granges. Dr C.

GET EARLY START

Rochester Delegates Prepare for Interstate Commerce Meeting.

And Expendence 19 Opens Next Friday at St. Louis-One Chamber of Commerce Representative Starts To-morrow and the Other on Wednesday.

John M. Ives, secretary of the Cham ber of Commerce, will start for St. Louis to-morrow morning, where he will participate in the proceedings of the Interstate Commerce Law convention, which will convene next Friday on the World's fair grounds. President T. B. Dunn, of the chamber, will start next Wenesday and join Secretary Ives, in

the World's Fair city.

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The Rochester Chamber of Commer is heartily in accord with the provision

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and manufacturing organizations and sixteen state granges will be represented. The particular tegislation that the con-vention aims to promote is the bill introduced in the house of representatives by Hun. H. A. Caoper, of Wisconsin December 8, 1993, identical with the bil December 8, 1993, identical with the introduced in the senate December 12 1993, by Hon. J. V. Quarles of the same state. It provides that any order made by the Interstate Commerce commission, declaring any existing rate of unreasonable and declaring what rate would be just and reasonable and re-quiring it to be substituted therefore

the portion of each of the four roads to be used.

"The figures given are interesting. The line would connect together and with Rochester 15 thriving villages with a population of 20.000 people; B towns with an area of 580,000 acres of most productive land and a population of over 40,000. Some of the objects of interests as productive of travel are as follows:

"Genesee Valley Park, Crittenden Park, the new State Industrial School at Pixley, the Avon Mineral Springs, the Genesee Normal School, the gorge of the Genesea River at Mt. Morris, the great sait mines at Cuylerville, the Portland Coment Works at Caledonia, the gypsum and plaster mines at Garbutt, stone quarries at Le Roy and the business development.

Estimated Daily Income

Estimated Daily Income

"It is estimated that the line would have an income of \$500 a day from the start, which would yery noon increase to \$1,000. It is stated that steam motor cars would be most advantageous for the line; such caws as are used on English and Continental railways. These cars will carry 50 passengers and one ton of freight and will make 40 miles an hour. They weigh less than 25 tons and are run by two men. "The estimated cost of running these cars is under it cents per mile, so that at a rate of fare of two cents per mile and an average of six passengers to a car would pay running expenses.

"These bolt lines are common throughout England and are a source of great convenience to the people who live in the towns and villages adjacent to big cities."

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Heads of Steam Railroads Favor Chamber of Commerce's Plan for Connecting Neighboring Villages With City by Steam Railroads.

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another line. The matter seemed to impress the members of the Chamber of Com-merce very favorably and a committee was named to invite officials from six the different railroads which enter Rechester to a conference upon the matter. The Chamber of Commerce Committee is composed of Rufus A. Sibley, Charles T. Chapin, Lewis P. Ross and County Engineer J. Y. Mc-

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The railroad officials who have com ated with Secretary John M. Ives of the Chamber of Commerce in the matter are: W. C. Brown, Third Vice President of the New York Central & Hudson River Rathroad Company; Arthur G. Yates, President of the Buffalo, Rochester & Pittsburg Ralbway Company; E. B. Thomas, President of the Lehigh Valley Railroad Company, and W. N. Barnes, President of the Western New York & Pennsylvania Railroad Company, Messrs. Brown, Yates and Thomas

state that they will send representa-gives to the conference and Mr. Barnes announces that he has referred the matter to Charles E. Pugh, Second Vice President of the Pennsylvania Railroad Company, the lessee of his corporation.

Just as soon as the Erie and the Dansville & Mt. Morris roads are heard from the date of the conference will be an-

Time Table Diagram The subject of belt lines through the surrounding country, connecting the various roads and running through cussed and if possible tentative plans for the proposed improvements pre-

"The committee has collected some interesting material for presentation a the conference," said County Engineer J. Y. McClintock, a member of the com-mittee, this morning. "A map showing that there are ten possible belt lines to select from will be exhibited. It will also be shown that by the building of two short connecting lines, two more belt lines would be possible. "In order to have a definite belt line

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OPPOSE OPIUM TRADE

learing to Be Had on Petition to Secretary Hay.

xprese -- 10-24 0 K lochester Chamber of Commerce and the Hends of the University and Theological Seminary Among the Signers-Withdrawal of Treaty.

The Chamber of Commerce has re eived a communication from the interselved a communication from the inter-iational reform bureau stating that a petition, signed by many chamber of commerce organizations throughout the country, including the Rochester cham-per, is to be presented to Secretary Hay in Washington on November 19th next, isking him to use his diplomatic influ-tations in the country of the country in th isking him to use his diplomatic influence to induce Great Britain to with-line from China the optum treaty which the petition sets forth is "the en-emy of the honest trade of every nation ince it destroys the buying power of Jutna in all the markets of the world by impoverishing millions of her people." The petition is signered by President Tuen Proces of the University of Roch-The petition is signered by Fresident tush Rhees, of the University of Roch-seter, and Augustus H. Strong, of the tochester Theological seminary. This natter will probably come up for disnssion at the meeting of the Chamber of Commerce trustees on Thursday afternoon. The letter from the reformation urges the chamber to said to ralring the business interests of the coun-ry against British opium in China, which, it is claimed, is as great a senace as war to commercial advance

The object of the reform hureau is to of the logislation along wil lines of me eform and defeat legislation affect he country's moral welfare. The bu-eau claims that congress has passed tght laws drawn by it and that over 100 icts of government have been secured, ounting favorable votes in both houses

BELT LINE TO DEVELOP LOCAL TRADE

Railroads Accept Invitation to Talk Over the Proposition.

Union - 10-24-04 Four Out of Six Roads Concerned Have Sent Reply to the Chamber of Commerce Committee.

Scheme is to Develop the Towns in Valley of the Genesee and Vicinity.

Replies to invitations to a conference between representatives of the Chamber of Commerce and the several railroads covering territory to the west and south, relative to the establishing of a belt line covering the Genesee Valley have been received by County Engineer McClin-tock. Out of the six railroads to which invitations were sent four have replied favorably. The other two have not yet been heard from. No date has yet been set for the conference, but it will be arset for the conterence, but a result ranged at an early date, and the result will be fraught with interest to the business interests of Rochester and the towns to the south.

nvitations to the conference were sent the contered by the contered by the conference were sent of the conf

to the New York Central, Pennsylva Buffalo, Rochester & Pittsburg, Lehigh Valley, Erie and Dansville & Mt. Mor-ris railroads. From the latter two no answer has been received. But represen-tatives of the other four roads will soon

only Engineer McClintock, in discus-School at Pixley, Geneseo Normal School, Avon Sanitarium, the gorge of the Gen-eree at Mt. Morris, which has all the possibilities for a superb pleasure resort, the salt works at Cuylerville and Ret-sof, cement works at Caledonia, the state hatcheries, the gypsum beds and plaster works at Garbuttsville and the stone cleave of Rechester's 18,600. These have 280,000 acres of graductive land, with the villages, offer sites for always are for the sites for always there for the same of the sites for always there with their fugilles in commend of business for Rochester or any villages. The children can have the stages of the splendid schools if exter and the families only the theconerts, icctures and other amuses of the city.

bere are affoug arguments in favor of time motor cars as best adapted to the line service. These are being used success on English and European The advantage of the motor of the light train is that two men co-tive light train is that two men co-

STARTING OF CANAL WORK

Construction Not Apt to Begin Before January 1st.

MUST ADVERTISE A MONTH

Before Bids Are Opened and Contracts Awarded---Work to Be Pushed Through the Winter. 'It seems safe to say that construction

work on the barge canal in this vicinity will not be started before January 1st and perhaps not then if the democrats should, by any possibility, succeed in in conversation with a Post Express reporter to-day. "Even if the state supermitendent of public works should besix contracts, the plans and specificaturned over to the state advisory board tracts could not be let and the work started before the first of December at the earliest. The law provides that all the earliest. The law provinces and the work shall be done by contract and the work shall be the superintendent of successive weeks in two newspapers published in the city of New York, one of which shall be published in the interexts of engineering and contracting so that Superintendent Boyd will not now make the first move toward awarding contracts until after election. If the democrats should win, the whole matter will be postponed until they take matter will be postponed until they take over the reins of government the first of the year. The superintendent of public year. The superintendent of public works awards the contracts after they have been publicly opened and read. He may reject all the bids and readvertise and award the contract whenever in his judgment the interests of the state may be served thereby."

The official quoted went on to say that contractors to whom work is awarded, will be required to start the construction at once. In heavy construction will be required to start the construc-tion at once. In heavy construction work of this kind, he continued, the centher conditions cut absolutely no higher conditions cut absolutely no higher toward in the depth of winter the same as in summer. When the four south Greece is completed, he is of the

work will be done in this vicinity for a year at least, its returnes the belief that the completion of the work on the six contracts about to be advertised, will completely exhaps the first ten nollion installment of the appropriation. Resident Engineer Keith returned year-terday from his holme in Olean, whither he went on Friday to register for the election. When asked the other day recognition

have gone over the route of the four-nile section between Lincoln Park and South Greece, in the past few days with the aim of collection date on which to base figures to be submitted to Super-Gay Mouther our of the engineers re-cently appointed by the state advisory board to have charge of a section of the large cural construction work, is quoted or adving that ludging from the work date that for on the plans, the actual expense of building the burge canal will out extend the cellulates originally made Jorman exhibit atong this line is note-toughty. There are many bunners cannis a Germany and much is to be learned. ram their engineers. After leaving St.

Engineers here say that the plans and have been completed. God Exfress,

ongo drabuago canal. He was accompa-med by Henry C. Allen, State Engineer

AWAITING ERIE'S REPLY.

All Other Roads Will Send Delegates t

A letter was received this morning a the Chamber of Commerce from A. S Murray, jr., of New York city, receive of the Danaville and Mt. Morris railroad signifying his intention of being repre-sented at the conference between the Chamber of Commerce special commit ee and railroad companies relative to County Engineer McClintock's plan for theestablishment of a belt line, with enesce Valley villages. Receiver Muray says in his communication:
"I have written to my general superin

dent, William Humphrey, at Dans ille, suggesting that he attend the pro-

ce trustees to be held Thursday af-

KEEPTROLLEYS OFF HIGHWAYS.
County Engineer McClintock Says They
Should Get Private Right of Way.
At the meeting of the Chamber of Comnew members were elected: Johnston Rea Estate company, Il South avenue; M. B. Schantz, button manufacturer, Monroe avenue and Rutgers street; H. G. Arnold, real state, 422 Granite building: Scott, attorney, Ellwanger & Barry build ag: Frank J. Defendorf, merchant, Barn lves his place was filled by W. H. Hard the assistant secretary. Robert A. Bad-ger, third vice-president, presided in the

County Engineer J. Y. McClintock read a have been and are being improved by the state. He thought troller lines should be built on brivate rights of way, so that cars can be operated rapidly and safely and the

SHOULD BE KEPT FROM HIGHWAYS

ACTION BY BUSINESS MEN

County Engineer Says Building of Railways in Good Roads Injures Both, and Chamber of Commerce Mag Try to Discourage Practice

At the meeting of the trustees of the Chamber of Commerce yesterday after noon, J. Y. McClintock, county engineer introduced the subject of the injury the was being done to highways, and would continue to be done unless some action were taken to prevent it, by the construc-tion of trolley roads in them. After some discussion resolutions were presented, the object of which is to lend to action that will discourage the building of trolley tracks in highways in Monroe county. The hoard referred the matter to the Railroads and Transportation Committee, asking that the committee report back at the adjourned meeting of yesterday, which will be held next Tuesday afternoon. It would seem from the action of the trustees in calling a meeting for next Tuesday, and a reference in Mr. McClintock's paper.

that the trustees may be of a mind to try to prevent the use by a trolley company of the West Henrietta road. The promoters of this road are to meet the high-way commissioners of the towns of Bright-on, Henrietta and Rush next Thursday.

In presenting the subject of the use of highways by trolley companies, Mr. "After all is said, there is no more reaother mechanical contrivance, will dishorses on the highways than that bicycles will. They will serve a useful purpose and supplement the use of horses, but in

no way will they supplant them or reduce Improvement of Highways

'As you know, a compreh for improving the highways is being carried out. Hundreds of thousands of dollars have been already spent in this couniars have been already spent in this county, and to perfect the plan already formulated will require several millions of dollars. Of this large expenditure the state pays one-half, the county 35 per cent, and the towns 15 per cent. In the county of Monroe, the city of Rochester pays more than three-quarters of the county tax, so that the city pays more than 26 per cent, of the whole cost of the state weak. Mo of the whole cost of the state roads. Bosides this, of the 50 per cent, paid by the

ly all of it.

"The only sound argument for such a distribution of the cost of improved high-ways is, that they will increase the pros-perity of the farmers and so indirectly benefit the cities, will lessen the cost of food supplies in the cities, and, lastly, will improve the health and increase the pleasure of living to the people in the cities, by permitting the enjoyment of the aties of nature and possession of coun-

homes. In the older day, when each road district was left to struggle alone with the problem of keeping up its own communi-cation with the business and social cencation with the business and social cen-ters, it was justifiable to leave with the people of the district the decision as to what kind of road they should maintain. Now that it is recognized that the whole people have an interest in the highways, and that the safety and comfort of the man on a journey from Boston to Chicago, as well as the man going from Chill to man on a journey from Boston to Chicago, as well as the man going from Chill to Rochester, should be secured; and the state is pouring out money lavishly for the purpose of improvement, and it is even expected that the national government itself will expend vast sums for the same purpose, it cannot be that the control of the highways shall be left in the hands of the few persons who happen to own abutting land.

Control of Country Roads.

"That the general interest in the high-ways is recognized, is shown by the laws relating to building of trolley roads. In a order to construct a trolley road along an improved state road it is necessary to have the permission of the abutting prop-erly owner, the permission of the highway commissioner of each town, the sich of the state engineer and surveyor the permission of the state Board of Rail tout Commissioners.

While it would seem as if the neces sity of securing the consent of so many would ensure the protection of the best interests of all, yet it is obvious that too much deference is apt to be paid to the owners of property abutting on the high-way. Experience shows that they are usually moved by the most petty consider-ations, and it seems highly proper that this body, representing the business and commercial interests, which actually pay commercial interests, which actually pay so large a portion of the cost of improved reads, should make its opinion heard, in order to assist the responsible public officials to arrive at a just and reasonable

"We welcome and wish to encourage all movements for the better development of this rich section of the state, but in se-curing such development we do not wish to see existing and pros needlessly destroyed. We want them first-class, as the business will well warrant. We want them built on their own right of way, so that they can be operated rapidly and safely and so that they can be made double-track as business grows.

Private Right of Way Best.

"In every respect, with one exception, it is better to build the high-speed trolley maintained more cheaply; the highway, which is more important than the trolley road, is retained for the safe and legitimate enjoyment of those who drive horses or ride in automobiles. The one exception referred to is simply this: The promoters can more easily launch the project and make a little more money themselves if the road can be built along a highway rather than in its own right of way.

"The cost of a right of way in this county, as shown by roads, lately built, does not exceed \$1.800 per mile, and it is made."

surely a fact that, after a comm paid in \$9,000 a mile to make an improved highway, it would be good sense to put in signary, it would be good sense to put in \$1,800 a mile more and buy a right of way for a trolley line instead of allowing it to be built on the highways, with the result that you have a poor railway and a poor highway.

"There is a new trolley line projected to our south from Rochester. The highway yonmissioners of the towns of Brighton, Henrierta and Rush have published notice of public meetings for November 3d, on a petition for a franchise for a trolley road to be built on the West Henrietta road. This road extends from Rochester fou teen miles in this county. Within two rears less than one-half of it has been im-proved by the state, at a cost of \$55,000,

and the re ninder of the road has be state. This stretch of road will have co

have to pay more than \$30,000.

"The highway as constructed is only twenty-two feet in width, with deep ditches and dangerous slopes and short

of the people living along the road factible new trolley road, because they for not be built, and they do want better facili-ties than have yet been offered by the steam railroads."

Belt Line Suggestion.

McClintock's idea for a belt lie Company, and telegraphed the chamber that General Superintendent O'Donnel had been requested to confer with the chamber's special committee, appointed to con

line over the steam roads, the Erie Itall road Company is the only one that has not replied. It was decided yesterday to ask the Delaware, Lackawanna & Western and the Genesee & Wyoning Rallcoad companies to send representatives to the representatives to the There was a large attendance at yeste

day's meeting, and a number of routine matters were considered. In the absence of T. R. Dunn, the president, and John M. Ives, secretary, who are in St. Louis, attending the Interstate Commerce Convention, Robert A. Badger, third vice president, presided. W. H. Hart, assistant secretary, acted in Mr. Ives's place. New members elected are: real estate. No. 422 Granite bui ter V. Scott, attorney, No. 303-5 Ellwan-ger and Barry building. Frank J. Defen-dorf, increhant, Barnard, was elected an

associate member.

THAT BELT LINE

Most of the Railroads Willing To Consider the Matter. Herald _____10-25-04 ERIE NOT YET HEARD FROM

This Matter and the Effect of the Construction of Trolley Lines in the Public Highways Were Discussed at Monthly Meeting of the Trustees of

Chamber of Commerce. The monthly meeting of the trustees of the Chamber of Commerce was held yesterday afternoon in the board room of the Chamber of Commerce Building. In the absence of President Thomas B. Dunn and Secretary John M. Ives, who are in attendance at the Interstate Com-merce Convention which opened in St. Louis yesterday, Third Vice Pres R. A. Badger presided and Assistant Secretary Hart acted as secretary. The reports of a number of committees were received and considerable routine business was transacted, after which County Engineer J. Y. McClintock raised the duestion of injury to highways by the construction of trolley roads through them. This matter was discussed quite freely, Mr. McClintock speaking in part

"After all is said, there is no more reason to believe that automobiles or any other mechanical contrivance, will displace horses on the highways than that bicycles will. They will serve a useful purpose and supplement the use of horses, but in no way will they supof horses, but in no way will they sup-plant them or reduce their number, in this climate. As you know, a compre-hensive scheme for improving the high-ways is being carried out. Hundreds of thousands of dollars have been already spent in this county; and to perfect the plan already formulated will require several millions of dollars. Of this large expenditure the state pays one half, the county 35 per cent and the towns 15 per

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estimable economic and sanitary value to the city of Rochester, as well as to the magnificent valley for fifty miles south. "The proposed storage dam at Portage-ville will make a pond of sufficient size to control absolutely the flow from one-half of the valley in years when the weather conditions are normal; and the area of the reservoir is so great that it will hold back the floods even in wet years. for even assuming the flood to come whe the reservoir is full, then it can only di-charge into the lower river as its surface is raised above the spillway, and in orde to raise it only one foot would require the rail flood flow of the upper river at 40.000 cubic feet per second for twelve hours. This demonstrates that, with the dam built, the only 2 od to be feared at

the storage dam.
"Admitting all this, there will still be

TO ST. LOUIS CONVENTION Thomas B. Dunn to Go as Chamber

Commerce Representative. Thomas B. Dunn, president of the Roches ter Chamber of Commerce, will attend th interstate commerce convention to be held in St. Louis on October 28th, as a delegate

of the Rochester chamber.

The object of the convention is to devise measures to expedite legislation giving the Interstate Commerce Commission additions powers. The principal subject of discussion will be the pending Cooper bill, which pra-tically reverses the present operation of the law, the order of the Interstate Commerce Commission under the present law being o no effect until an order is obtained from th courts enforcing it. Under the Cooper bill the order of the commission becomes opera-tive within thirty days after its promulgation, and so continues until suspended or s

aside by the courts upon revision or any mercial and manufacturing organizations will from many state and railroad org tions, besides state granges. Dr C.

GET EARLY START

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And Education 19 Opens Next Friday at St. Louis-One Chamber of Commerce Representative Starts To-morrow and the Other on Wednesday.

John M. Ives, secretary of the Cham ber of Commerce, will start for St. Louis to-morrow morning, where he will participate in the proceedings of the Interstate Commerce Law convention. which will convene next Friday on the World's fair grounds. President T. B. Dunn, of the chamber, will start next Wenesday and join Secretary Ives, in

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The convention, which is called for the e of devising measures to purpose in the purpose of the legislation giving greater effectiveness to the Interstate Commerce act will probably last through Saturday Three hundred and thirty commercia and manufacturing organizations and sixteen state granges will be represented. The particular legislation that the con-vention aims to promote is the bill introduced in the house of representatives by Hon, H. A. Cooper, of Wisconsin December 8, 1903, identical with the bil December 8, 1903, identical with the introduced in the senate December 12 1903, by Hon. J. V. Quaries of the sams state. It provides that any order made by the Interstate Commerce commission, declaring any existing rate of quiring it to be substituted ther ome operative within thirty lays, or, in case of proceedings for re-riew, then within sixty days, such order o be revoked or suspended at will of the commission upon further hearing. It further provides that if the rate is a joint rate and the parties fall to agree the commision may determine the por-tion to be received by each corrier. If the parties then fail to agree to the changes to he made to effect compliance, the commission shall prescribe the rates to be charged by either or all the parties Section four provides that the defense in all such proceedings shall be under taken by the proper district attorneys under the direction of the attorney-gen-eral and that the commission may em-ploy special counsel. Section five pro-

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"These belt lines are common throughout England and are as source of great convenience to the people who live in the towns and villages adjacent to big cities."

OPPOSE OPIUM TRADE

learing to Be Had on Petition to Secretary Hay.

sheer ---- 10-24 04 Jochester Chamber of Commerce and the Heads of the University and Theological Seminary Among the Signers-Withdrawal of Treaty.

The Chamber of Commerce has re The Chamber of Continer and the inter-served a communication from the inter-national reform bureau stating that a petition, signed by many chamber of commerce organizations throughout the ountry, including the Rochester of per, is to be presented to Secretary Hay n Washington on November 10th next, isking him to use his diplomatic influence to induce Great Britain to with-traw from China the opium treaty which the petilion sets forth is "the enmy of the honest trade of every natio direc it destroys the buying power of filtra in all the markets of the world by impovertshing millions of her people." The petition is signerd by President tush Rhees, of the University of Rock ster, and Augustus H. Strong, of the tochester Theological seminary. This patter will probably come up for disof Commerce trustees on Thursday af-ernoon. The letter from the reform current urges the chamber to all in ralthe business interests of the country against British opium in China, chich, it is claimed, is as great a cenace as war to commercial advance-

The object of the reform bureau is to where tegislation along all lines of me-form and defeat legislation affect he country's moral weifare. The bu-ran claims that congress has passed aght laws drawn by it and that over 100 of congress, executive acts and defeats

BELT LINE TO DEVELOP LOCAL TRADE

Railroads Accept Invitation to Talk Over the Proposition.

Union-10-24-04 Four Out of Six Roads Concerned Have Sent Reply to the Chamber of Commerce Committee.

Scheme is to Develop the Towns in Valley of the Genesee and Vicinity.

Replies to invitations to a conference between representatives of the Chamber of Commerce and the several railroads covering territory to the west and south, relative to the establishing of a belt line relative to the establishing of a belt line covering the Genesee Vailey have been received by County Engineer McClintock. Out of the six railroads to which invitations were sent four have replied favorably. The other two have not yet been heard from. No date has yet been set for the conference, but it will be arranged at an early date, and the result will be fraught with interest to the busiwill be fraught with interest to the business interests of Rochester and the towns to the south. nvitations to the conference were sent

the New York Central, Pennsylvar Buffalo, Rochester & Pittsburg, Lehigh Valley, Erle and Dansville & Mt. Mor-ris railroads. From the latter two no answer has been received. But represen-tible ther four roads will soon

County Engineer J. Y. McClintock has outlined some of the advantages of the proposed belt line as follows: "This belt line would connect with a population of 180,000, fifteen villages with more than 20,000 inhabitants, fifteen rich agricultural towns, with a popula-tion of more than 40,000.

"These towns comprise some 260,000 acres of productive land, which with the villages, offer sites for attractive homes for thousands of persons who there can live in luxury with their families and do business in Rochester or any other of the villages. The children will be able to have the advantages of the splendid schools of Rochester and the families will be able to enjoy the theaters, lectures, concerts and amusements of the city. It is believed that a business of \$500 per day could be secured at once and that this can be increased to \$1,000

a day.
"Among the more important features
"Among the Genesee Valley Park. of the line would be Genesee Valley Park, Rochester Driving Park, State Industrial School at Pixley, Geneseo Normal School, School at Pixiey, Genesco Normal School, Avon Sanitarium, the gorge of the Gen-esce at Mt. Morris, which has all the possibilities for a superb pleasure resort, the salt works at Cuylerville and Retsof, cement works at Caledonia, the state hatcheries, the gypsum beds and plaster works at Garbuttsville and the stone quarries at Le Roy.

"Then there are the great canning works at various points along the line, giving employment to thousands in picking peas, berries and fruit, the big fac-

tories at Lincoln Park. "It would appear that steam motor cars are the best adapted to this line. They are in use on a number of English and European railroads. The advantage of the motor car over the light train is that two men can operate the motor car, while three are necessary to man the train. The motor car starts and stops train. The motor car state and solve more quickly than the train and will carry fifty passengers and baggage and will not need to weight more than twen-ty-five tons. Such cars can attain a speed of forty miles an hour. It is said that they can be run for a cost of less than 5 cents per mile and a detailed statement is made showing that the cost of running and repairing, including every-thing except interest on cost, is 11 cents mile. At this rate an average of six passengers, with a fare of 2 cents per mile, each car must pay expenses.

Mr. McClintock has also prepared a table showing the several villages and towns which would be reached by the belt line and the population of each.

These are the towns: Avon. 3,031;
Caledonia, 2,070; Geneseo, 3,245; Lima, 2,-Caledonia, 2,070; Geneseo, 3,245; Lima, 2,-333; Conesus, 1,189; Livonia, 2,947; Mt. Morrie, 3,638; Nunda, 2,437; York, 3,097; Le Roy, 4,782; Chill, 2,216; Gates, 3,103; Henrietta, 2,141; Rush, 1,656; Wheatland,

2,400; total, 40,276. The villages which would be reached by the belt line are: Avon, 1,643; Caledonia, ,1017; Livonia, 808; Geneseo, 2,491; Le Roy, 3,144; Lima, 960; Honeoye Falls, 1,286; Mt. Morris, 2,307; Nunda, 1,054; Dansville, 3,902; Scottsville, 600; Gar-100: West Henrietta, 100; York, 500; Cuylerville, 200; total, 20,-

RAILROADS TO **CO-OPERATE**

Port & spress Three Agree to Send Delegates to Belt Line Conference. 10-25-04

VIEW IT WITH FAVOR.

High Official of New York Central Says Plan is Desirable if Additional Construction is Not Required.

Three of the six ratiroads involved in the project of County Engineer J. Y Methe communications with hourly crain service, between Rochester and the villages of the Goneses valley, sent fac-vorable replies to-day to the letters re-cently sent our from the commiss of f the New York Contra of the invitation but save President Charles E. Pugh, or the Pen sylvania Rallway company, the loss of the Western New York and Pennis vania. The only roads that his trat in his letter says:

Thomas, president of the Lehigh

Actuative of Rochester's 180,090. Those is have 380,000 acres of productive land, in with the villager, offer sites for always homes for flowards of people who live there with their families in commind do business in Rochester or may evillages. The children can have the stream of the splendid schools of tester and the families enjoy the the-concerts, lectures and other amuses of the city.

There are strong arguments in favor of soline motors cars as best adapted to the line service. These are being used a gueens on English and Europeas. The advantage of the motor car its light train is that two men contributions.

STARTING OF CANAL WORK

Construction Not Apt to Begin Before January 1st.

MUST ADVERTISE A MONTH

Before Bids Are Opened and Contracts Awarded---Work to Be Pushed

work on the burge canal in this vicinity

will not be started before January 1st and perhaps not then if the democrats should, by any possibility, succeed in carrying the state," said a canal official in conversation with a Post Express remailer to-day. "Even if the state superhitendent of public works should bepried over to the state advisory board the earliest. The law provides that all the work shall be done by contract and natered into by the superlutendent of public works on the part of the state orblic works on the part of the state successive weeks in two newspapers pub-lished in the city of New York, one of which shall be published in the intercets of engineering and contracting and one each in the cities of Albany, Roch-ester, Burala and Syracuse and one in cach county where the particular piece of work advertised or some portion of the same is located. Thus there need a sarily must be a delay of a month after the advertising is started. My opinion is that Superintendent Boyd will not now make the first move toward awarding contracts until after election. If the democrate should win, the whole matter will be postponed until these tale. matter will be postponed until they over the relus of government the first of the year. The superintendent of public works awards the contracts after they have been publicly opened and read. He may reject all the bids and outputting and works. controlled and award the contract character in his judgment the interests of the state may be served thereby." The official quoted went on to say that entractors to whom work is awarded, will be required to start the construc-

non at once. In heavy construction work of this kind, he continued, the weather conditions cut absolutely no genre whatever. The work will be pushed forward in the depth of winter the same as in summer. When the four only section between Lincoln Park and south Greece is completed, he is of the needs.

Resident Engineer Keith returned yesterday from his home in Olean, whither ne went on Friday to register for the election. When asked the other day regarding the progress of barpe canal affairs in this vicinity, he refused to make a statement, claiming that he had been misperseented in interviews. From another source a reporter for The Post Express learned that several confractors have gone over the route of the four-mile section between Limoth Park and South Greece, in the past few days with the aim of collection dain on which to base figures to be submitted to Super-

board to have charge of a section of the will be ample for the entire work. Mr. Moviton has just cerurned from St. Louis a here he rande a special study of canal work at the exposition. He says the German exhibit along this line is note. from their engineers. After leaving St. Louis, Mr. Moulton inspected the Chi-cauge drahage cand). He was accompa-nied by Horry C. Allen, State Engineer

Engineers here say that the plans and specifications of the section of the barge want between Eagle Harbor and Medina have been completed. Toot Ex fres.

AWAITING ERIE'S REPLY.

All Other Roads Will Send Delegates t

A letter was received this morning at the Chamber of Commerce from A. S Murray, jr., of New York city, receiver of the Dansville and Mt. Morris railroad, signifying his intention of being repre-sented at the conference between the hamber of Commerce special con ee and railroad companies relative t ourly service, between Rochester an ienesce Valley villages. Receiver Mur ay says in his communication:

"I have written to my general superin tendent, William Humphrey, at Dans ville, suggesting that he attend the pro ind me in any way, merely to report to

he mater may come up for discussi at the meeting of the Chamber of Com-merce trustees to be held Thursday af-ternoon.

KEEP TROLLEYS OFF HIGHWAYS.
County Engineer McClintock Says They
Should Get Private Right of Way.
At the meeting of the Chamber of Comnew members were elected; Johnston Real Estate company, 41 South avenue; M. B. Schantz, button manufacturer, Monroe aveue and Rutgers street: H. G. Arnold, re-state, 422 Grapite building: Walter cott, attorney, Ellwanger & Barry build ig; Frank J. Defenderf, merchant, Barn In the absence of Secreta M. Ives, his place was filled by W. H. Hart the assistant secretary. Robert A. Bad-ser, third vice-president, presided in the sence of President T. B. Dum

County Engineer J. Y. McClintock rend a paper avoring additional legislation to keep trolley lines off the highways that state. He thought trolley lines should be built on private rights of way, so that car-cun be operated rapidly and safely and the

SHOULD BE KEPT FROM HIGHWAYS

ACTION BY BUSINESS MEN

County Engineer Says Building of Railways in Good Roads Injures Both, and Chamber of Commerce May Try to Discourage Practice

At the meeting of the trustees of th

Chamber of Commerce yesterday after noon, J. Y. McClintock, county engineer

introduced the subject of the injury that were taken to prevent it, by the constrution of trolley roads in them. After som discussion resolutions were presented, the object of which is to lead to action that will discourage the building of trolley tracks in highways in Monroe county. The board referred the matter to the Railroads and Transportation Committee, asking that the committee report back at tees in calling a meeting for next Tues and a reference in Mr. McCliutock's pa

to prevent the use by a trolley company of the West Henrietta road. The pro-moters of this road are to meet the high-way commissioners of the towns of Bright-on, Henrietta and Rush next Thursday.

In presenting the subject of the use of highways by trolley companies, Mr. McClintock said;
"After all is said, there is no more reaborses on the highways than that bicyclex will. They will serve a useful purpose and supplement the use of horses, but in

Improvement of Highways

"As you know, a comprehensive scheme for improving the highways is being car-ried out. Hundreds of thousands of dol-lars have been already spent in this county, and to perfect the plan already formulated will require several millions of dollars. Of this large expenditure the state pays one-half, the county 35 per cent, and the towns 15 per cent. In the county of Monroe, the city of Rochester pays more than three-quarters of the county tax, so that the city pays more than 26 per cent. of the whole cost of the state roads. He sides this, of the 50 per cent, paid by the state, it is evident that the cities pay near-ly all of it.

"The only sound argument for such a

distribution of the cost of improved high-ways is, that they will increase the pros-perity of the farmers and so indirectly benefit the cities, will lessen the cost of food supplies in the cities, and, lastly, will improve the health and increase the pleas-ure of living to the people in the cities, by permitting the enjoyment of the beauties of nature and possession of coun-try longes.

'In the older day, when each road district was left to struggle alone with the problem of keeping up its own communication with the business and social centers, it was justifiable to leave with the people of the district the decision as to what kind of road they should maintain. Now that it is recognized but Now that it is recognized that the whole people have an interest in the highways, and that the safety and comfort of the man on a journey from Boston to Chicago as well as the man going from Chili to Roclester, should be secured; and the state is pouring out money lavishly for the purpose of improvement, and it is even expected that the national govern-ment itself will expend vast sums for the same purpose, it cannot be that the resame purpose, it cannot be that the con-trol of the highways shall be left in the hands of the few persons who happen to cwn abutting land.

Control of Country Roads.

"That the general interest in the high-ways is recognized, is shown by the laws relating to building of trolley roads. In order to construct a trolley road along an improved state road it is necessary to have the permission of the abutting prop-erty owner, the permission of the highway commissioner of each twen the tronger commissioner of each town, the permi sich of the state engineer and surveyor, the permission of the state Board of Rail-road Commissioners.

"While it would seem as if the neces sity of securing the consent of so many would ensure the protection of the best would ensure the protection of the best interests of all, yet it is obvious that too much deference is apt to be paid to the owners of property abutting on the high-way. Experience shows that they are usually moved by the most petry consider-ations, and it seems highly proper that this body, representing the business and commercial interests, which actually pay so large a pertion of the cost of improved reads, should make its opinion heard, in order to assist the responsible public officials to arrive at a just and reasonable

"We welcome and wish to encourage all movements for the better development of this rich section of the state, but in se-curing such development we do not wish enring such development we no not wish to see existing and prospective advantages needlessly destroyed. We want them first-class, as the business will well warrant. We want them brilt on their own right of way, so that they can be operated rapidly and safely and so that they can be made double-track as business grows. Private Right of Way Best.

"In every respect, with one exception it is better to build the high-speed trolle;

onds on their own right of way. road can be operated more safely and maintained more cheaply; the highway, which is more important than the trolley road, is retained for the safe and legiz-mate enjoyment of those who drive horses mate enjoyment of those who drive horses or ride in automobiles. The one exception referred to is simply this: The promoters can more easily launch the project and make a little more money themselves if the road can be built along a highway rather than in its own right of way.

"The cost of a right of way in this county, as shown by roads lately built, does not exceed \$1.800 per mile, and it is surel, a fact that, after a community has

surel, a fact that, after a community has paid in \$9,000 a mile to make an improved lighway, it would be good sense to put i \$1,800 a mile more and buy a right of way for a trolley line instead of allowing it to be built on the highways, with the result that you have a poor railway and a oor highway.

"There is a new trolley line projected to m Rochester Th

nor know. It is certainly unjust improper for the Chamber of Cou-to pass such a resolution as it dibout first asking us to expla

ulverts and steep grade over hill, and in general is in such that it is impossible to build road along it without ruining of the people living along the road fravithe new trolley road, because they tenthat, if it is not allowed to go along the road, it will be allowed to go along with East Henrietta road, or else that it will be allowed. not be built, and they do want better ties than have yet been offered !

Belt Line Suggestion.

the Geneses valley to the south of Roch-ester and return. Charles E. Pugh, vice-president of the Pennsylvania Railroad seen requested to confer with the chamber's special committee, appointed to co

line over the steam roads, the Erie Rail-road Company is the only one that has not replied. It was decided yesterday to ask the Delaware, Lackawanna & Western and the Genesee & Wyoming Railroad companies to send representatives to the conference.

There was a large attendance at yeste M. Ives, secretary, who are in St. Louis, attending the Interstate Commerce Convention, Robert A. Badger, third vice-president, presided. W. H. Hart, assistant secretary, acted in Mr. Ives's place.

New members elected are: Johnston Real Estate Company, P. S. Johnston, president, No. 41 South avenue; M. B. Shautz, button manufacturer, Monroe avenue and Rutgers street; H. G. Arnold, real estate. No. 422 Granite l ter V. Scott, attorney, No. 303-5 Ellwan-ger and Barry building. Frank J. Defen-dorf, merchant, Barnard, was elected an associate member.

THAT BELT LINE

Most of the Railroads Willing To Consider the Matter-Herald -10-28-04 ERIE NOT YET HEARD FROM

This Matter and the Effect of the Construction of Trolley Lines in the Public Highways Were Discussed at Monthly Meeting of the Trustess of Chamber of Commerce.

The monthly meeting of the trustees of the Chamber of Commerce was held yesterday afternoon in the board room of the Chamber of Commerce Building. In the absence of President Thomas B. Dunn and Secretary John M. Ives, who are in attendance at the Interstate Commerce Convention which opened in St. Louis yesterday, Third Vice President R. A. Badger presided and Assistant Secretary Hart acted as secretary. The reports of a number of committees were received and considerable routine busi-ness was transacted attractions. ness was transacted, after which County Engineer J. Y. McClintock raised the question of injury to highways by the construction of trolley roads through them. This matter was discussed quite freely, Mr. McClintock speaking in part

"After all is said, there is no more reason to believe that automobiles or any other mechanical contrivance, will displace horses on the highways than that bicycles will. They will serve a useful purpose and supplement the use of horses, but in no way will they supplant them or reduce their number, in this climate. As you know, a compre-hensive scheme for improving the high-ways is being carried out. Hundreds of thousands of dollars have been already spent in this course. spent in this county; and to perfect the plan already formulated will require several millions of dollars. Of this large expenditure the state pays one half, the county 35 per cent and the towns 15 per

"In the County of Monroe, the City of Rochester pays more than three quarters of the county tax; so that the city pays more than 26 per cent of the whole cost of the state roads. Besides this, of the 50 per cent paid by the state, it is evident that the cities pay party all of the deat that the cities pay nearly all of it. The only sound argument for such a The only sound argument for such a distribution of the cost of improved highways is that they will increase the prosperity of the farmers and so indirectly benefit the cities, and will lessen the cost of food supplies in the cities, and lastly, will improve the health and increase the pleasure of living to the people in the cities, by permitting the enjoybent of the beauties of nature, and possession of country homes.

"In the olden days, when each road district was left to struggle alone with the problem of keeping up its own communication with the business and social centers, it was justifiable to leave with the people of the district, the decision as

the people of the district, the decision as to what kind of road they should main-tain. Now that it is recognized that the whole people have an interest in the highways, and that the safety and comfort of the man on a journey from Boston to Chicago as well as the man gosecured; and the state is pouring out

ways is recognized, is shown by the law relating to building of trolley roads. In order to construct a trolley road along an improved state road it is necessary to have the permission of the abutting owner, the permission of the highway commissioner of each town, the permiscommissioner of each town, the permission of the state engineer, and surveyor, the permission of the State Board of Rallroad Commissioners. While it would seem as if the necessity of securing the consent of so many would insure the protection of the best interests of all, yet it is obvious that too much deference is ant to be real to the average. is apt to be paid to the owners of property abutting on the highway. Experience shows that they are usually moved by the most petty considerations and it seems highly proper that this body, representing the business and commercial interests, which actually so large a portion of the costs of im-proved roads, should make its opinion heard, in order to assist the responsible public officials to arrive at a just and reasonable conclusi

We welcome and wish to encourage I movements for the better developbut in securing such development we do not wish to see existing and prospective advantages needlessly destroyed. We want them first class as the business will well warrant. We want them built on their own right of way so that they can be operated rapidly, and so that they can be made double track as ness grows. In exery respect, with one exception, it is better to build the high speed trolley roads on their own right of way. The road can be operated more safely and maintained more cheap-ly; the flighway which is more important han the trolley road is retained for the safe and legitimate enjoyment of amusement with horses and automobiles. The one exception referred to is simply this, the promoters can more easily launch the project and make a little more money themselves if the control of selves if the road can be built along a highway rather than in its own right

county, as shown by roads lately built does not exceed \$1,800 per mile, and i has paid in \$9,000 a mile to make an Improved highway that it would be goo sense to put in \$1,800 a mile more and buy a right of way for a trolley line instead of allowing it to be built in the highways so as to make a poor railway and a poor highway. There is a new trolley line near jected to run south from Rochester, Th. lished notice of public meetings for Ncvember 3 on a petition for a franchise for a trolley road to be built on the West Henrietta road. This road extends from Rochester 14 miles in this county. Within two years less than one-half of it has been improved by the state at a cost of \$55,000, and the remainder of the road has been surveyed and is to be improved by the state. This stretch of road will have cost the community fully \$120,000 when completed, of which the City of Rochester will have to pay more

twenty-two feet in width, with deep uitches and dangerous slopes and short ulverts and steep grade over Methodist Hill, and in general is in such condition that it is impossible to build a trolley road along it without rulning it. Many of the people living along the road favor the new trolley road because they fear that if it is not allowed to go along their road it will be allowed to go along the East Henrietta Road, or else that it will not be built, and they do want better facilities than they facilities than have yet been offered by the steam railroads.

At the close of his address Mr. Mc-Clintock moved that a committee be appointed to see what could be done in the premises and to report at a special meet-ing, to be held November 1. Upon his pertinent resolutions were also

There was also some discussion in regard to the proposed Genesee Valley beit line. All six railroads which have been approached in reference to the matter have signified a willingness to send dele-gates to confer with representatives of gates to confer with representatives of the Chamber of Commerce except the Erie, which is yet to be heard from. There was considerable interest mani-fested in the project and at the close of the discussion it was voted that two more railroads—the Delsware, Lackawanna & Western and the Genesee & Wyoming-be written to, making eigh in all that have been approached in ref-erence to the matter. After this business had been disposed of the meeting adjourned until November 1.

ERIE TO BE REPRESENTED Six Companies Will Consider the Steam

Belt Line Proposition. T. D. Underwood, of the Eric Railroad Company, telegraphed from Chicago to the Chamber of Commerce yesterday afternoon, saying that he would have a rep sentative from his company at the meeting of the special committee appointed by the chamber to consider the feasibility of a plan for a steam beit line in the Gen-esse valley. Mr. Underwood said that his abtence from home had delayed his send-ing a reply to the communication from the

The plan for a belt line over steam railronds to the south of the city was ad-

set at once.

There will be a meeting of the Railroads and Transportation Committee of the Chamber of Commerce at 4 o'clock this afternoon, to consider the matter of keeping trolley lines off the improved roads of the county. This matter was brought before the trustees of the chamber by Mr. McClintock at the meeting of the board

Public Market to be Inspected.

City Engineer Fisher, for the Publ Market Commission, has invited the Mayor, the members of the Common Council Finance and Public Market committees and the members of the Chamber of Comca Committee on Public Improvements aspection, the market commission will meet to discuss the matter of reas stalls. It is thought that \$25 will be the minimum yearly charge.

WILL BE HELD AFTER NOV. 8TH

Belt Line Conference After Election Excitement. P. Ep - 10-29-04 SEVEN DIFFERENT ROUTES

Schedules Prepared by County Engineer --- Discarded Manhattan Elevated Pony Engines May Be Utilized.

It was announced to-day that the couference between a special committee of resentatives of six railroads in the Gene see valley, relative to the establishment of a belt line between Rochester and the villags of the valley with hourly train service, will probably be pestponed until after election. The exact date will be announced early next week. The six roads that have signified their intention of having representatives at the confer-ence are the New York Central, the Western New York and Pennsylvania, the Buffalo. Rochester and Pittsburg Lehigh Valley, Dansville and Mt. Morris and the Erie. T. D. Underwood, presi-dent of the Erie Railroad company telegraphed from Chicago yesterday that absence from home had delayed his sending a reply to the invitation of the chamber committee. County Engineer J. Y. McClintock, chairman of the committee, has arranged the following table embodying suggestions for seven differ-ent belt line routes that may be arranged over existing roads:

McClintock says that the D. I. and W. company and the Genesce and Wyoming have been invited to partici-Manhattan Elevated company relative to Manhattan Ecvated company relative to their small type of engine which, it is believed, would be suitable for use on the bell line. It is understood the "L" road has a la ge number of these engines

committee on railroads and transporta-tion with instructions to report back on Tuesday afternoon next. In discussing the subject Mr. McClintock said :

"After all is said, there is no more reason to believe that automobiles, or any other mechanical contrivance, will splace horses on the highways than of horses, but in no way will they supplant them or reduce their number, it

"As you know, a comprehensive scheme for improving the highways is being carried out. Hundreds of thou-sands of dollars have been already spent in this county, and to perfect the plan al ready formulated will require several millions of dollars. Of this large expenditure the state pays one-half, the coun-ty 35 per cent, and the towns 15 per cent. In the county of Monroe, the city of Rochester pays more than three-quarters of the county tax, so that the city pays more than 26 per cent, of the whole cost of the state roads. Besides this, of the 50 per cent, paid by the state, it is evident that the cities pay nearly all of it.
"The only sound argument for such a

istribution of the cost of improved highways is, that they will increase the pros-perity of the farmers and so indirectly benefit the cities, will lessen the cost of food supplies in the cities, and, lastly, will improve the health and increase the pleasure of living to the people in the cities, by permitting the enjoyment of the beauties of nature and possession of

district was left to struggle alone with the problem of keeping up its own com-munication with the business and social centers, it was justifiable to leave with the people of the district the decision as to what kind of road they should main-tain. Now that it is recognized that the whole people have an interest in the highways, and that the safety and com-fort of the man on a journey from Bos-ton to Chicago, as well as the man going from Chili to Rochester, should be secured; and the state is pouring out money lavishly for the purpose of improvement, and it is even expected that the national government itself will expend vast sums for the same purpose, it cannot be that the control of the high-ways shall be left in the hands of the few persons who happen to own abutting

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While it would seem as if the necessity of securing the consent of so many would ensure the protection of the best interests of all, yet it is obvious that too nuch deference is apt to be paid to the owners of property abutting on the high-way. Experience shows that they are usually moved by the most petty considerations, and it seems highly proper that this body, representing the business and commercial interests, which actually pay so large a portion of the cost of improved roads, should make its opinion heard, in order to assist the responsible public officials to arrive at a just and reasonable

all movements for the better development of this rich section of the state, but in securing such development we do not securing such development we no not wish to see existing and prospective advantages needlessly destroyed. We want them first class, as the business will well own right of way, so that they can be operated rapidly and safely and so that

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"The cost of a right of way in this county, as shown by roads lately built, does not exceed \$1,800 per mile, and it is surely a fact that, after a community has paid in \$9,000 a mile to make an in proved highway, it would be good sense to put in \$1,800 a mile more and buy a right of way for a trolley line instead of allowing it to be built on the highways, with the result that you have a poor railway and a poor highway.

road has a la ge number of these engines in good repair for sale as a new type is about to be installed.

"There is a new trolley line projected to run south from Rochester. The highway commissioners of the towns of Brighton, Henrietta and Rush have published notices of public meetings for November 3d, on a petition for a franchise for a trolley road to be built on the West Henrietta road. This road extends from Rochester fourteen miles in this county, Within two years less than one-half of it has been improved by the state, at a cost of \$55,000, and the remainder of the road has been surveyed and is to be im-

East Henrietta road, or else that it will not be built, and they do want better facilities than have yet been offered by the steam railroads."

Informal discussion was also had on the proposed belt line in the Genesee valley and it was decided to send invitations to the Delaware, Lackawanna & Western and Genesee & Wyoming railroads to have representatives present at the conference to be held here in the near future. Considerable routine busi-ness was disposed of at the meeting at which Robert A. Badger presided and W. H. Hart, assistant secretary of the chamber, acted as secretary in the ab-sence of John M. Ives. New members elected are: Johnston

Real Esate Company, P. S. Johnston, president, No. 41 South avenue; M. B. Shantz, button manufacturer. Monroc avenue and Rutgers street; H. G. Arnold, real estate, No. 422 Granite building : Walter V. Scott, attorney, No. 303-5 Ellwanger & Barry building, Frank elected an associate member.

TO CURB POWER OF RAILROADS

St. Louis Convention Is Outspoken in Denunciation.

ROCHESTER DELEGATE HOME Tells of Plans to Increase Effectiveness of Interstate Commerce Commission --- Praise for Exposition.

John M. Ives, secretary of the Chamber of Commerce, returned from S Louis this morning, convinced that the Interstate Commerce law convention, in which he participated last Friday as delegate from the Rochester chamber, would accomplish much toward curbing railroad corporation encroachment on the rights of shippers. From what transpired at the meeting Mr. Ives mays it would seem that the Middle. West is thoroughly aroused over what is characterized as railroad domination of the governments of several commonwealths. Former Governor David M. Francis, of Missouri, hend of the World's fair management; John D. Kernan, of this state, who drafted the first bill for the regulation of railroad traffic through the Interstate Commerce com-prission, and former Governor William Larraboo, of lows, all delivered notable addresses, in which they boldly denence and recognized conservation is of the convention was a recommenda-tion that there be added to the bill to extend the duties and powers of the In-terstate Commerce commission, now drafted and before congress, a section mission to call the railroad officials be-fore them at any time for examination into their methods of transacting business. The bill provides that any act of the commission, declaring any rate, regulation or practice of the transportsive within thirty days, or, in case of roceedings for review, then within six-days; makes the commission the de-emining body in case of a dispute beween the carriers over a joint rate; provides for reviewal by the courts and ts and makes the new law effective om its passage. Mr. Ives says the convention was thor-

anizations of the country. The dele gates numbered 250 and were drawn from all sections. It. P. Bacon, of Milwankes, Wis., presided. He described the fight overnor La Follette is making to prevent iomination of the state government of Alconsin by the radironds. H. D. Love-and, of San Francisco, Cal., is the new esident of the association. President a 3. Dunn, of the Rochester Chamber of Commerce, was made a member of the Inance committee. Among the prominent degates was Francis Thurber, the mil-

onaire gracer. Mr. Ives says the St. Louis exposition is nd he was at Paris, Melbourne, Chleage

and they are may a day or so late.

There are never more than a small unfalling of Eastern and Pacific coast acopte on the grounds. The crowds are made up largely from the middle West and the South. Every promise made by the management to the government and the people are using fulfilled. The crowds now about a bundred thousand a day Present at Prancis says the management is discussing the advisability of issueing a nept for the entire month after Novem-

"The general view of the exposition is perfine not us handsome as that at Chi-cugo had the electrical display, perhaps, does not show up as well as at Buffale.

1, 1904. non

SAYS FARMERS OF RUSH WANT THE TROLLEY ROAD

Man From That Town Declares Steam Belt Line Would Not Benefit Those Along Henrietta Road.

The meeting of the Board of Trustees of the Chamber of Commerce adjourned from last Thursday will be held at 4 o'clock this afternoon. At this meeting the Committee on Railroads and Transortation will report in favor of action beproved road, and it is probable that the roposed steam belt line in the Gene West avenue road, just outside the city

County Engineer McClintock, who is a member of the Railronds Committee, called attention to the subway matter at headway of at least 14 1-2 feet, instead of

Meetings of the highway commissioners, with representatives of promoters of a trolley road which it is proposed to build on the West Henrietta road, and taxpay-ers, are called in Brighton, Henrietta and Rush for Thursday, County Engineer Mc-Thursday, and said that, as the city paid three-quarters of the county's tax of 35 it should have something to say about the building of trolley lines on the improved roads in the county. Mr. McClintock said that the farmers along the road favored the trolley proposition.

George L. Parker, a farmer in Rush, on the West Henrietta road, said yester-

"Nine-tenths of the farmers in Rush want the trolley line; the proposed etcam belt line wouldn't be of any benefit to us. The electric road would make every farm along the line worth \$20 to \$25 an acre

"Mr. McClintock says the city pays the and that is so; but let us have a chance to build up our property, and we can then pay more taxes on it. I hope the Chamber of Commerce will not oppose this road." Democrat y 6 knowle

Chamber of Commerce May Act. The recent decision of a Pennsylvania court deciaring void the terms of an inmises destroyed by fire had been vaant for ten consecutive days previous e committee of the Chamber of Commerce will consider the matter at its next meeting.

DEMOCRAT

URGE COUNTY TO WITHHOLD FUNDS

DON'T WANT TROLLEY LINE ON IMPROVED HIGHWAY.

WOULD STOP WORK ON ROAD

Trustees of Chamber of Commerca Ask Co-operation of Supervisors to Prevent Electric Railway Company Using West Henrietta Road

At the adjourned meeting of the Board of Trustees of the Chamber of Co. eld yesterday afternoon, the Committee a Railroads and Transportation reported a favor of the chamber using its influence vent the building of a trolley line of the West Henrietta road, and of making representations to the proper authorities, to have the headway of the subway that

and Buffalo, Rochester & Pittshirg rail-roads near West avenue, increased from 13 feet to 141-2 feet. The trustees took

At the meeting of the trustees last Thursday, J. Y. McClintock, county engineer, called attention to a public meeting to be held to-morrow in the towns of Brighton, Henrietta and Rush, that the highway commissioners and people might consider a petition for a framehise, offered by the promoters or an electric railway that they desire to build on the West Henricits road. This matter was referred to the Railroads Committee, with instruc-tions to consider it and report to the trustees yesterday.

Resolutions dealing with the building of an electric road on the West Herrietza road were presented at the meeting last. Thursday, These, with some modifica-tions, were adopted yesterduy. In them the Reard of Supervisors is asked to withhold appropriations for completing the Henrietta road if it is decided that the troiley line is to be built, and it is re-solved that copies of the resolutions be sent to the town, county and state author-ities. The trustees believe that they have ground for this action, because the city

Whereas, The state, county and town in ug expended \$55,000 in improving the ro-i West Henricita, and propose to expend-und, more to extend it to the county lin-

Resolved, That the secretary be instructed transmit a copy of these resolutions to the Board of Supervisors of Mouros only, the Commissioners of Highways in a rown of Brighton, Horricta and Rush, it also to the Board of Railroad Commis-

A resolution to the effect that Mayor outer and the Common Council be requested to join with the Chamber of Com-nerce in urging the town, county and state nuthorities and the railroad compaies interested to provide for a headway f 14 1-2 feet instead of 13 feet under the

Whereas, R is stated that the propose anderground crossing of the railroads is West avenue, in Gates, is to have a head room of only 13 feet; and, Whereas, II is necessary to have 14½ feet of allow of the use of the large sized ears to allow of the use of the seems is necessar for the good development of the city.

RAILROAD GETS ITS FRANCHISE

Henrietta Decides in Favor of Trolley Line.

COUNTY ENGINEER CRITICISED

Resolutions of Chamber of Commerce Carry No Weight-Hearing This Afternoon in Brighton and Rush.

Public santiment in the town of Rush egarding the construction of a trolley allroad along the West Henrietta Imroved road, will be ascertained this aternoon at a public hearing to be held by the highway commissioner of the town. At Honrietta this morning a tranchise was granted at a meeting of forty officens and was surned by Highway Commissioner Frank A. Todd, who prosided at the meeting.

At Brighton this afternoon a representutive meeting favored granting the franchise, but Highway Commissioner Hiram Shaw reserved his decision, 11e will impose some postrictions as to the speci of cars and similar details.

The applications for permission to construct the tralley line, are made by Richand Barlow & Co., who were among the original promoters and who are now dusirous of transferring the options and franchises obtained, regether with others needed to cover the route from this city to Efmira, to a company of New York

Among those present at the inerting in Henrietta this morning were District-Attorney Warren, Steriff Bailey, Marshall Todd, Dr. F. A. Walker, James C. Jones, all taxpayers, Attorney E. E.

Mr. Shutt explained that work must be begun within fifteen months after the securing of the franchise and completed

after which District Attorney Warren paid his attentions to County Engineer

ing against permitting a trolley to run ing against permitting a trolley to run alongside of the highway. Among other things, he said:
"Those resolutions are an insult to the Board of Supervisors and the town of Henrietta, and I apprehend that if members of the Chamber of Commerce had been aware of that fact they would not have voted for them at the solicitation of the county engineer. Vol. 261

had been aware of that fact they would not have voted for them at the solici-fation of the county engineer. You will see that they constitute a sare of claim in the shape of a threat to hold up the

appropriation for the extension of the road improvement. I do not think that the people of the town will be held up, neither do I think that the Board of Su-

pervisors would do may anoth thing. The whole matter will be under the supervision of the state engineer or the resident state engineer. It is not necessary

dent state engineer. It is not necessary that we consult the county engineer or the Chamber of Commerce."

County Engineer McClintock inaugurated the opposition, is was exclusively announced in The Post Express two weeks ago, and an argument presented by him before the Chamber of Commerce frustees, resulted in the trustees adapting resolutions, asking that further appropriations asking that further appropriations for maintaining or for extending the West Henrietta road, be withheld by the Board of Supervisors, if the Barlow application is granted.

be withheld by the Board of Supervisors, if the Barlow application is granted. It is not expected that the action of the Chamber of Commerce trustees will followed the action of the highway com-

numerone or citizens of the highway com-numeroner or citizens of the other towns, is the least, and it is runored that they recent the resolutions.

Some of the Rush property owners will

Some of the Rush property owners will oppose granting the application, it is said, unless assurance is given them that the feasibility of a route to East Rush is considered. In Brighton, there are not many property owners interested.

are not many property owners interested directly as the Henrielta town line comes to a short distance of the northern ter-

the residents of the eastern part of the town are almost entirely disinterested;

MOST ALL THE

TOWNS CONSENT

Hunt for Franchises Proves

Very Successful.

DIDN'T KNOW THE FACTS

Attorney for Proposed Trolley Line Says

Chamber Has Misinformed --- No In-

tention to Use Improved Road.

George D. Reed, of the law firm of

tend & Shutt, attorneys for Barlow &

told a Post Express reporter this morn

ing that practically all the towns along

the route have now given franchises and

that actual construction work will be

started within the year. The more re-

git franchises secured are those of

Henrietta, Rush and Avon, Mr. Reed

says the Brighton people strongly tavor

he construction of the road and the calichise would have been granted yes-

rday rad not the highway commis-

sioner desired postponement in order that he reight consult with the state en-gineer. It will indoubledly be granted it the adjourned hearing next week, theed thinks. Continuing he said: "I understand it was County Engineer McClintock who induced the meson of

eClintock who induced the passage of

resolution by the chamber of com-nerce designed to influence the state and own authorities to interfere with the

mated by him that it is the intent t place the tracks in the middle of im proved state highways. Such an inte

people slong the proposed route are an doubtedly anxious that the electric line shall be built, but they are also quite

the Chamber of Commerce that the im-proved highways shall not be damaged or encroached upon 10 (he slightes) do

the promoters to put the trav

fenriotta road and it was supposed

all interested in the project so under stood it. There is a 66-foot res

twenty-two fest on each side for felo graph poles, shade trees, electric track or any other construction work that the

ate and lown authorities shall think

utility of the highway as anyone classical be. Anything that adds to the attractiveness of the route will be of profit to the busiless.

"Whether the steam railroads are in

citing this opposition or whether it ariginates from some other source, I do not know. It is certainly urdust and

to pass such a resolution as if has, without first asking us to explain our

Mr. Reed told the reporter that the

was in Rochester recently and in

improper for the Chamber of Commarc

nation is supremely ridiculous,

outpany, the Gotham promoters of the

tuchester-Elmira electric road project,

Post Ex frees. 1/3.

FRIDAY, NOV

sinal of the unproved highway

will be a branch line to Conesus lake.

John M. Ives, secretary of the Chamber of Commerce, called attention this morning to that provision of chapter 276 of the taws of 1903, which provide that "no street surface radiccal shall be constructed upon a portion of the highway, which portion has been or may be hereafter improved under the provisions. will be a branch line to Con way, which portion has been or may be hereafter improved under the provisions of this act and the act amendatory thereof and supplemental thereto, except upon the consent of, and under such presented by the state engineer and

to preclude the building of the electric read within the improved highway and make it necessary to submit the matter to the state engineer in any event, County Engineer McChutork points out that the macadantzed road is only 23 feet wide und if the troiley road is built close to it, as is evidently contem-

plated, it would still be a constant men-ice to traffic along the highway. Attorney Reeds says the electric line project is amply financed and that con-struction work will be started as soon as all the franchises are secured. By the provisions of the law seeds. the provisions of the law work must be started within a year after a franchise

GETS FRANCHISE IN TWO TOWNS

ELECTRIC RAILWAY ALSO WANTED IN BRIGHTON.

NO OPPOSITION EXPRESSED DTC 700,4,190 4

Henrietta and Rush Grant Right of Way to Proposed Rochester to Elmira Trolley Company-Action in Brighton Postponed a Week

Representatives of the promoters of the electric road that it is proposed to build from Rochester to Elmira, with connection with Hornellsville, were given hearings before the highway commissioners of Henrietta, Rush and Brighton yesterday, and franchises were granted by the com-missioners in Henrietta and Rush. Hiram Shaw, lighway commissioner for Brigh-ten, expected that A. J. Reckwood, division engineer, would be at the meeting, but he was not; and, because of there being no representative of the State En-

til a week from to-day.

At a meeting held Tuesday, the Board of Trustees of the Chamber of Commerce of Pristees of the Chamber of Commerce adopted resolutions opposing the building of an electric road along the West Henrietta improved highway, where it is proposed to build. It seems that the townspeople do not think the building of the electric railway on the side of the road will seriously injure the road for ordinary traffic.

The meeting in Henrietta was called to order at 9:30 o'clock yesterday morning by Frank O. Todd, highway commissioner. Frank O. Todd, highway commissioner. There was a large representation of property owners at the meeting, among them District-Attorney Warren, Sheriff Bailey, Marshall Todd, former supervisor; George Herbert Smith, former assemblyman; Dr. F. A. Walker and James C. Jones. Attorney E. E. Shutt, of Reed & Shutt, appeared for the promoters of the road, The application to construct the line is made by Richard Barlow & Company, of the original promoters of the road, who the original promoters of the road, who desire to transfer the options and franchises they have to those who are now behind the enterprise.

"Unwarranted Interference." In answer to questions, Mr. Shutt said work must be begun on the new road within fifteen months after obtaining the franchises and completed within three years. The engineer who is to have charge of the building, said he, had been over the surveyed route, and it was his wish to have the contracts awarded by January 1st. The road was to be thoroughly mod

In reply to questions asked by Mr. Warren, Mr. Shutt said that the electric rail-way was not to be built in the middle of the road, as some had thought, but along encroach upon the highway at all. Just where the tracks of the trolley line will be laid has not yet been decided, but Mr. Shutt said definitely that they would not be laid on the improved part of the high way; where they would go would be decided by the company and the State En

Mr. Warren spoke of what he termed the "unwarranted interference of the Chamber of Commerce," and of the reso-lutions adopted by the Board of Trustees as "begotten by our commercial County Engineer."

Franchise in Rush Granted.

"These resolutions are an insult to the Board of Supervisors and the town of Henrietta," said he, "and I apprehend that, if the numbers of the Chamber of Commerce had been aware that the electric railway was not to be built in the middle of the road, they would not have voted for them at the solicitation of the County Engineer. You will observe that they constitute a sort of club the townspeople in the shape of a to hold up the appropriation for the excession of the road improvement. I do not apprehend that the people of the town will There was further discussion of the granting of a franchise to the company, and property owners spoke strongly in favor of it. After some changes suggested by Mr. Warren and Mr. Balley had been made in the decompany.

Mr. Shutt was at the meeting in Rush, and no opposition to the granting the franchise asked for was expressed, he said last night. At the three meetings the representatives of the promoters explained that the railway must be built under the supervision of the State Engineer's whether provision to this effect were made in the franchise or not. The franchise was granted by Alfred Brown, commisdoner of highways.

Action Postponed in Brighton. The meeting in Brighton was called to ler by Hiram Shaw, commissioner highways for the towns. He was represented by Edwin C. Smith, and the promoters of the railway by G. D. Reed and C. P. Downs, of Reed & Shutt. There was considerable discussion of the matter, as to where the tracks should be laid, what stops should be made, etc., but no opposition was expressed. Because the State Engineer's office was not represented at the meeting, Commissioner Shaw ad-journed it to Friday, November 11th. There was a good attendance at the meet-

The document presented at Brighton did not make provision for the supervision of the building of the road by the State En-gineer, and this will be added before the meeting of next Friday. Mr. Shutt said last night that it was provided by statute that the State Engineer should have super-vision of the building of electric roads, and that any provision in the franchises af-firming this, while superfluous, was agree-

THE AUTOMOBILE.

Valley Steam Belt Line. Besides representatives of the six rail-vay companies that have been requested y the Chamber of Commerce to consider

the Chamber of Commerce to consider to proposition to maintain a quick service cam belt line over their tracks in the enesee valley, south of the city, and a special committee appointed by the special committee appointed by the chamber, the Board of Trustees of the chamber, presidents of the Common Coursell of Rochester, Park Board, Board Supervisors, Good Roads Association and villages up the valley, chairman of various ittees of the Chamber of Comm and representative men have been invited to be at the conference, which is to be held in the library next Friday. The rail end companies that will have representa-tives at the meeting are: New York Cen-ral, Western New York & Pennsylvania 'alley, Dansville & Mount Morris and

The meeting will be called to order a 0 o'clock next Friday morning by L. P.
88. Addresses of welcome will be made
7 T. B. Dunn, president of the chamber, and Mayor Cutler. There will then b agineer, who originated the plan of a cam belt line in the Genesce valley; the tee, and other men.

Luncheon will be served by Teall at neon, and at 2 o'clock in the afternoon, through the courtesy of the Rochester Brilway Company, a ride will be taken out town, to inspect the Railroad term

It is the purpose to adojurn the meeta special trip will be made through the Genesee valley over the lines of railroads

STATE AID IN SEVEN STATES.

grades of more than 7 or 8 per cent.

Mr. Wilcox advocated the elimination of

ma'ams," so long the chief cause of broker springs on automobiles and wagons alike, should be entirely done away with, he said, and roads should be crowned from an inch to an inch and a half per foot instead; then, by bringing the water through culverts under the road, washouts would be impos-

Speaking further he said: "There are now

seven states which have enacted statutes authorizing state aid and supervision of the highways within their limits and many

other states are now preparing similar

MANY QUESTIONS ASKED.

A question box was instituted early in the convention and it took the greater part of Tuesday morning for Senator Arm-strong, County Engineer McClintock and Frank D. Lyon, special examiner of state

highways, to answer the numerous inquiries as to cost of building, grading, cutting weeds, rights of telephone companies, and

other practical points.

A resolution was put through requesting the state to build all bridges across the canal strong enough to allow a steam roller to cross. This is a resolution that automobilists will appreciate, as nothing causes more annoyance on a tour than a shaky bridge, the tourist realizing that it is liable to give way beneath his machine at any moment.

President Thomas B. Dunn, of the Rochester Chamber of Commerce, and a large stockholder in the Regas Automobile Com

pany, made the address of welcome to the good roads workers in the evening when they attended a session of the Chamber in a body. Several of the delegates made ad-dresses and a luncheon was served after

Concentrated Efforts for Good Roads.

Automobilists, Chamber of Commerce and Board of Supervisors Organize an Association in Rochester.

Special Correspondence.

protest as the members of the American Automobile Association sent in from Syracuse on the recent New York-St. Louis tour—a protest that would have been more fitting in Illinois than in New York state, as the tourists learned a fortnight afterward when struggling through black mud up to the hubs of their machines. ROCHESTER, Oct. 15 .- With practically the ame people back of the movement as ushed the bicycle sidepath movement to necess in years past, Monroe County, success in years past, Monroe County, New York, has taken up the work of build-New York, has taken up the work of an association known as the Monroe County Good Roads Association, with William C. Barry, automobilist, banker and nursery man, as president. A convention of good roads advocates was held last Monday in the Board County for the county courter of the co also spoke emphatically against the dykes built across the highways to turn the water off the road on hills. These "Thank-ye-ma'ams," so long the chief cause of broken sors' room in the county courtsion in the Chamber of Commerce rooms. Tuesday morning the convention finished its work, and in the afternoon, as guests of the Rochester Automobile Club, the "good roaders" were taken for a fifty-mile spin over the fine macadam roads of this county in thirty of the members' automobiles.

TAXES NOT INCREASED, SAYS SENATOR ARMSTRONG.

Senator W. W. Armstrong, who drew up and secured the passage of the Higbie-Armstrong good roads law by which the state assists the towns and counties in building macadam roads, and who put through the Monroe County sidepath law, under which 240 miles of bicycle paths were constructed in this county, was elected chairman of the convention. The Senator spoke in part as

Sixty three miles of state roads have been constructed in Monroe County since the Higbie-Armstrong law was passed in 1898 and twenty-four miles more are now being built. Although we have spent ap-proximately half a million dollars for good roads in that time, there has been no visible roads in that time, there has been no vision increase in the tax rate. In the state it has fallen to almost nothing—nothing, indeed, for general purposes; in the county it has largely decreased and in this city it has largely decreased in any year, on account of

Mr. Armstrong went on to tell how the highway in the state had been improved during the last six years and defined the purposes and explained the provisions of the Higbie-Armstrong law and Fuller-Plank law, the two New York state laws that are responsible for the many miles of good macadam roads that greet the touring

NATIONAL AID AND NEW YORK BOND PLAN. Frank Z. Wilcox, of Syracuse, vice-president of the National Good Roads Asso-ciation, was then introduced, and spoke in helalf of his organization and the splendid work it was doing. Both President Theo-dore Roosevelt and William Jennings Bryan are among the public men interested in the work of this organization, he said. Mr. are among the public men interested in the work of this organization, he said. Mr. Wilcox then went on to tell how the Na-tional Association had framed a bill whereby the national government would give money to aid in road building in several of the states on lines similar to those of the Fuller-Plank law of New York. He also told of a bill that has already passed the legislature of this state to issue bonds to the amount of \$50,000,000 for road improvements under the Higbie-Armstrong

aw. A proposition to amend the state constitution, authorizing such a vast ex-penditure, has already passed one legisla-ture, and will be brought up before the one to be elected next month and, if approved by it, is to be submitted to the people for approval or rejection. With \$50,000,000 spent by the state on road making there will be no more occasion for such letters of

be held up, neither do I think that the Board of Supervisors would do any such thing. I have too much confidence in the good sense of the members of that body to look for any such action." The property of the supervisor of the

Arrange to Have Delegates at Belt Line Meeting.

ARE AROUSED

at Dansville, I am more fully convinced than ever that the time is ripe for he

people of this city to make an effort to regain the trade of the valley which ou-turally belongs to it and which it form-erly had. That it is now drifting away

At M. Morris Mr. McClintock had a talk with H. A. Brown, the banker, and with a member of the firm of Winter &

and Rochester but would can be the benefit to shippers. It would can ble the steam roads interested to develop and improve the freight service along the lines of the trolley roads, making it more like an express service of hours

stead of a freight service of days as

At Genesco Austin Wadsworth, a repre-

At Geneseo Austin Wadsworth, a repre-sentative of the family that is ranked among the largest landholders of the state, most of it lying in the Geneseo Valley, was seen. Mr. Wadsworth ex-pressed himself as heartily in favor of

Th trip gave the county engineer a

tally the new Scottsville road,

MODIFICATION

the Livingston county roads that have frequently been held up as models. Mr. McClintock said this morning that while

MONDAY, NOY

OF THE ROUTE

Will Result in Saving of a

Million on Barge Canal.

ROCHESTER AND LOCKPORT

It is Between These Points That the

Changes Will Probably be Made ---

Compared With That at Panama.

Now that election is over, the engl-

neers of the state department of public

works are again turning their attention

to the barge canal work. At the office

vas learned this morning that a small

host of contractors have been over the proposed four mile section of the new canal between Lincoln Park and South

Greece the past week, gathering points on which to base bids when the canal work is advertised. The air of activity that pervades canal officialdom here to-

that pervades canal efficialdom here co-day is taken to indicate that the adver-tising of the six contracts, the plans and specifications for which have been ready for some weeks past, is now a matter of only two or three days. Attorney-Gen-eral Cunneen is said to have finally got down to the work of preparing the form

lown to the work of preparing the form

of bond. The construction work will not begin until January 1st at the curllest, as the contracts have to be adver-

tised for four weeks.

At the office of Division Engineer Rockwell it was stated this morning that recently recommended modifications in

and Lockport, would probably result in the saving of more than a million dol-

ars on the original estimates and plans

or the work. The engineers claim that everything so far accomplished tends to lemonstrate that the waterway can be constructed well within the \$101,009,000

estimates prepared by the advisory

contracted for, is \$5,771,317, a saving of over a hundred thousand dollars on the original estimates. The original estimate

or section 6, the one in this county, was 1,623,292. The new estimate is \$1,588,-

he work which the state of New York s about to undertake, exceeds that of no Panama canal. More earth and rock

ine Panama canal. More early and rock must be excavated, more masonry used and more dams built. The cost per unit will not be nearly as great as in Panama because the work is to be done in a temperate zone, where labor, tools and material are abundant and reasonably cheap.

In the ecomplexity of engineering ques-tions involved, the new Eric is hardly

route of the canal between this city

ised for four weeks.

THEY WILL BACK THE CHAMBER

Secretary Ives Sends Invitations and an Enthusiastic Response Is Looked For---Sixteen Routes Proposed.

Plans for the forthcoming conference between a special committee of the Chamber of Commerce and representatives of six railroads relative to the establishment of a belt line service beestablishment of a bell line service be-tween Rochester and the towns of the Genesee valley, are assuming far greater proportions than was anticipated when County Engineer McClintock evolved the project. John M. Ives, secretary of the Chamber of Commerce, told a Post Ex-press reporter this morning that he had already sent invitations to the presidents of the following villages: Livonia, Gar-butts, Cuylerville, York, Dansville, Nunda, Mt. Morris, Rush, Henrietta, Avon, Geneseo, Scottsville, Honeoye Falls and Wheatland. It is reported that

Mr. Ives said this morning that representation in the convention would made up of officials of the six rails imade up of officials of the six railroads, the special committee and board of trus-tees of the Chamber of Commerce: mem-bers of the Common Council, Park com-mission. Board of Supervisors, Good Roads associations and of the villages up the valley. Representative men who have any ideas on the subject will be wel-

their power to aid the Chamber of Com-

The conference will open at 10 o'clock The conference will open at 10 o'clock next Friday morning in the library room of the chamber. The meeting will be called to order by L. P. Ross, President T. B. Dunn, of the chamber, and Mayor Cutler will deliver addresses of welcome. County Engineer McClintock will meet the probable objection of the railroad men that it would be an increasibility to get six railroads to copossibility to get six railroads to co-operate in such a venture, with the sug-gestion that a separate company be formed to co-operate the belt line, runpment of its own over the teen routes for a belt line which he says could be established with little or no ad-ditional construction of track. He will present communications from the Manhattan elevated, offering for sale good second hand equipment suited for traf-fic of this kind, at advantageous terms.

There will be an adjournment at noon for luncheon. At 2 o'clock, through the courtesy of the Rochester Railway company, a ride will be taken about town to inspect the railroad terminals. Later a special trip will be made through the Genesce valley over the lines of railways entering the city from the south.

entering the city from the south.

County Engineer McClintock is investigating the subject of gasoline motor ears, which he thinks could be adapted with success to a belt line service. He says they are being used with great sat isfaction on many continental lines across the water. Post Extress

TOV. 12 THE POST EX

GOES OVER THE PROPOSED LINE

McClintock Makes Two-Day Auto Run Up the Valley.

STRONG FOR BELT LINE

Business Men of Valley Towns Enthusiastic Over the Project---Trade Drifting Away from Rochester.

With a view of sounding the feeling of the people up the Genesee valley in regard to the proposed belt line and to obtain data for use at the Chamber of Commerce conference with representaives of six railroads next Friday, Com-Engineer J. Y. McClintock and Alvin Dewey, resident manager of the Bell dephone company, started on a twoday automobile century run Thursday over a portion of the proposed route. Thursday night was spent at Dansville. The party arrived home at 6 o'clock last Interviews were had with per

Clintock gave some attention to the physical details of the route. At Dansville, A. G. Bunneil, editor of the Dansville "Advertiser," was able to a very different problem from the con-trol and utilization of the Chargees of the first magnitude. And give Mr. McClintock much informati that will prove of value at the forth-coming conference. One thing that Mr. Bunnell pointed out was that the track-

MAYOR WILL WELCOME

DELEGATES TO MEETING

Prominent Men Invited to the Chamber of Commerce Conference on Genesee Valley Steam Belt Line.

VALLEY TOWNS

Prominent Men Belt Line.

Appropriations Expected in Congressional Session.

FEDERAL BUILDING AND HARBOR

Congressman Perkins Expects \$40,000 for One and \$80,000 for Other---Extra Session Improbable.

Congressman James Breck Perkins is inclined to be jocular over his plus omenal plurality received in last weeks setton when a Post Express reporter take to him about il to-day.

"There was nothing phenomenal in no adjustry," he rejoined. "I hap-ned and be on a train when it attained

markably well, went on the congress-man. "Now that election is over there is no bacin in saying that the republi-can leaders here set out to make Monroe state and they succeeded almost plican organization is we

Will the sesion of congress which

"I think not," was the reply. "I ascany new measures will be consider Will the appropriation bills come

the rivers and harbor bill and the pub be buildings bill went by the board. I should say that they will be taken up in December and threshed out." "Will Rochester be remembered in

"i shall be disappointed if the public buildings committee does not appropriate \$40,000 which with the \$60,000 alcomplete the addition to the Federal building. I shall work hard for \$80,000 charge has recommended \$60,000 for Charlotte but if I can that amount will be increased by \$20,000. Chairman But n, of the rivers and harbors commit-e, was I think, impressed with the rep-sentations made to him when here a ow weeks ago of the importance tharlotte harbor and I am sure he will o the right thing by us." "To you expect an extra session of

ongress on or about March 4th, when resident Roosevelt is inaugurated." "No. I do not think that the repubcan leaders think there is any neces ity for an extra session, despite the as-York newspapers.

was supposed before election that the chairmanship in the next congress.
It is possible that he may but the fact there will be a republican majorly or 100 will result in the disarrangement of many plans. The new republican representatives all will clamor for comnittee assignments and the fact that cramble. Mr. Perkins will retain ble membership on the foreign relations membership in the tologia of the committee and printing and may be chairman of the latter if Congressman Landle, who now heads it is elected to the United States senate from Indiana,

CAPITAL CAN BE FOUND. For Enterprises That Promise Fair Returns From Investments.

"It is the desire of the Chamber of ommerce," said John M. Ives, yesterday fremon, "to co-operate with those who are husiness enterprises in which they on use more money than is now invested, are ideas that with capital behind them might be made profitable, and others with pital to invest, to the advantage of all averned and the business interests of

"It often happens that small enterprises them in other cities for increas their business, and Rochester occasionally loos them in this way. If men at the nend of such concerns knew of other men who have a few thousand dollars to inand these persons were brought t gether, it would be mutually advantage-ous, and Rochester, too, would be the gainer. A short time ago we were able to keep in Rochester a growing manufac-turing business through knowing of it and of a business man who had the capital to

"All information regarding busine that could be developed by additional capi-tal, names of men with the capital and others with enterprises they believe could be launched profitably, is kept on file; and are ready to do this, and do it, or course, without any commission.

"For the most part companies doing a

large business and men with large capital will not need this assistance, but small successful companies and men with capi-tal they desire to invest safely would do well to let the chamber know about them. It has been of assistance in bringing to-gether the right parties, at once obtaining

LABOR AND CAPITAL

Plan to Bring Them Together in Chambers of Commerce.

Matter May Be Brought to the Attention of the Rochester Chamber-It Is Claimed It Would Stop Strikes and Purify Government.

The nuttier of making labor organiza

from co-operate with the Chamber of omborro organizations which will take the form of a resolution to be offered its. Some are inclined to think that contains the course of civic improvement press reporter that the amiter had not been breight to his attention, officially, and that he was not prepared to discuss at until he had been able to give the

abels Wyalt, general organizes of the y him before the trade council of that care, and which with modifications will be presented to the convention pest week is that the central labor bodies of mores. It is urged that such action would have the worker and employed class together and give the commercia

Organizer Wyatt also claims that s (selkes, or if they occurred, would furnish a connectent lood to force employer and employer to arrange their differences

relations of the community.
The plans of the robalistic element within the American Federation of Labor to shelve President Samuel Gompber to shelve President Samuel Gomp-cra, increases in number as the time for epoiling the convention approaches. The latest is to have him appointed Secre-tary of Commerce and Labor. A few only ago it was reported that he was to ack carrell D. Wright's place as Unit-ed States commissioner of labor statis-tion.

THE POST EXPRESS: NOVEMBER 16, 1904.

WILL PURSUE

Canal Officialdom Won't Profit by Former Experience.

SO DECLARE THE ANTI-BARGERS

Claim Made That Canal Work Will Be Monopolized by Small Clique Who Are Able to Give Big Bonds.

Members of the Chamber of Commerce and others who are carefully watching every move in the development of the plan for the construction of the bargewaterway with a view of reviving orsanized opposition to the scheme when the proper moment arrives, say it is now evident that canal officialdom at Albany does not intend to profit by the exper o with the nine million appropriation when the policy of letting million dollar contracts to single individuals was purmake heavy cash deposits with each Sid and continue them through the existence of the contract. Those who criticise this pelicy say that it tends to make monopoly of the work as comparatively few contractors are able to comply with such requirements. They argue that the bidders being few and as it is reported that the work is to be let in amounts their heads together and divide the work among themselves at prices to suit, thus making it impossible for any man of good mechanical and executive ability hankal and executive to be a bidder unless he has great financial responsibility as the surety com-panies will not furnish him with a bond.

Those who get bonds must show undoubted financial-standing.

The matter is brought up at this time for the reason that plans and specifications for six contracts have been ready for weeks and are expected to be adverlised in a few days. The estimates of the State Advisory board on two of these contracts are for over a million and a tion. Following are the figures; Section

1, \$712,823; section 2, \$1,170,036; section 5, \$871,662; section 4, \$934,444; section 5, \$484,440; section 6, \$588,912.

Provisions of the Law. At the office of the western division of the canal it was stated this morning that the policy of letting each one of these contracts to individual firms of contractors would be the one undoubt-edly pursued as it was during the nine million improvement. It was pointed out that the law itself provides what hond shall be given by the contractors for the faithful performance of the work. In this connection the law sets forth the the contract shall be awarded to th performance of the work, and such se curity shall be approved as to sufficiency by the superintendent of public works and shall be at least wenty-five per cen tum of the amount of the estimated cos of the work, according to the contrac

Contractor 6 for a million and a half

the second largest of the contracts that are now ready to let, is for the excava-tion of four miles of new canal between Lincoln Park and South Greece. Men here who are opposing the policy of lumping off this contract to a single contractor, point to the ill success that nttended the pursance of that plan hefore, when there were more alleged
scandals on the western division than
anywhere else along the line canal.
These men say that no bond should be equired except from the executive office in charge of the work. The state, they hold, can pay every two weeks for work and if the work is not done can withhole payment. This would make the officers look for men of good moral character and mechanical ability who would take pride in doing their work well. This query is made: "As the contractors who take a large amount of work will sub-let it, why should it not be made the payment. This would make the officials

Argument Summed Up.

One man sums it up as follows: "I am certain it the small contract policy were pursued, the work would be done 20 per cent less than other wise and money out of it on account of their expert knowledge rather than through any manapely or bonds and burge cash de-

missed at the next meeting of the Cham-ber of Commerce corporation. The hamber is also beginning to not exermy heard in this city hast May. eveniebning sentiment found favor of cest side stab with a harbor in the vicil ity of Brown sireet that would be co-cepted for the millers and coal me

in this connection an efficial of the Chareber of Commerce said to a Pos Express reporter this morning:

"Despite the great preponderance of sentiment in favor of the west side stub we were not able to got the members of the advisory board to express any decided opinion in the matter after the atomics. Their attitude at the time cided opinion in the matter after the saference. Their striffide of the 1im seemed to indicate they will maintained their original prejudies in favor of the proposed east side stub along the line of the cides of t groposed east side stub from the bit of the oid canni feeder with a harbor in the vicinity of the Lehigh Valley ruitroad station. It is my opinion that this is the plan they will attempt to put through despite the opposition of the ingest shippers of the city, of which they have been made fully aware. It is high time the advisory board were asked to make mathle their decision in this

Dansbille Adbertiser THURSDAY, NOVEMBER 17, 1901.

A. O BUNNELLA

A NEW SUGGESTION.

Genesee Valley Belt Line Railway. A meeting will be held in the li brary of the Chamber of Commerce, Rochester, at 10 a. m. tomorrow to take into consideration the feasibility of making the railways entering Rochester from the south quick service lines. There will be present representatives of the six railroads in question, the board of trustees of the chamber of commerce; presidents of the comboard of supervisors, good roads asso ciations and of the villages up the valley, together with chairmen of various nmittees and representative men. Address of welcome will be made by

Mayor Cutler and President Dunn to be followed by short talks by Coun ty Engineer McClintock, Messrs. Sib ley, Ross and Chapin, special committeemen appointed by the chamber, and other gentlemen. There will be a luncheon by Teall at noon. At 2 p. m, through the courtesy of the Rochester railway company, a ride will be taken about town to inspect the railroad terminals. Adjournment will be had to some date in the future when a special trip will be made through the enesee valley over the lines of railway entering the city from the south. County Engineer J. Y. McClintock, Charles H. Wright and A. H. Dewey

Thursday by automobile, and we had De e pleasure of interviewing them on e above subject. Engineer Mc Clintock's idea is that to utilize the existing lines of steam railroads running into Rochester, by putting on light running engines and cars with frequent trains would be a better business enterprise in many ways than to parallel these railways by trolley lines. It would involve much less expenditure of capital, give greater safety with greater speed and do away with the mutilation and obstruction of public highways by trolley roads. It is proposed to make belt lines so far as possible with trains running say every two hours. The desirability of the more intimate connection of the towns and villages along the line, for the interchange of labor as well as of social courtesies, was alluded to a

among the incidental benefits. When Mr. McClintock's attentio was called to the difficulty of making a belt line of the Dansville & Mt Morris road, because its terminal station is here, he became interested it connecting with the Erie at Wayland Grades are easily overcome, he said by modern engineering and light running trains.

The need of Dansville for more frequent communication with Rochester and with other places in this county, especially with the county seat, has long been sorely felt. The D. & M. would put on a later morning train to Rochester, but no connection would be made with the Erie. Just how much the proposed new arrangement would help Dansville is uncertain. But we are inclined to believe that it would greatly benefit us socially and in a business way. Dansville should be well represented at the meeting in Rochester tomorrow. We are sure Dansville representatives would be most weelome.

P. S.-We may here note the fact that Engineer McClintock and his friends are thoroughly convinced that tie proposed new service would be infinitely superior to that of an automobile-especially a balky one.

TWO HUNDRED Post Expers - nov. 17.1904.

Belt Line Conference at Chamber of Commerce.

THE VALLEY TOWNS AROUSED

Sixteen Village Presidents and Other Representative Men Will Be Present --- Inspection of Termini.

Two hundred invitations have been saied to city, county and village officers; members of the Chamber of Commerce railroad officials and representative busi ness and professional men throughout the Genesee valley, requesting their atsentatives of six railroads relative to the establishment of an hourly, steam railway, belt fine service between this city and the lowns and villages of the Genesce valley. The railroads that have signified intention of sending dategates are the New York Central, Lodigh Val-ley, Western New York and Pennsylvaum. Dansville and Mr. Morris, Time and Buffalo, Rochester and Pittsburg.
It is reported that the villages of the

and will send large delegations. The towns that will be represented are Sentisyitie Rush, Henrictia, Avon, Gen-esca, Mt. Morris, Honeoye Falls, Livouta, Le Roy, Garbuttsville, Cuylersville, York, Dansville, Number Caledonia, and

prow morning at 10 o'clock by L. I unber, T. B. Dunii, president Chamber of Commerce and Hon. James G. Curler, mayor, will deliver addresses, Short latks will be made by County En-gineer J. Y. McClintock, who first evolved the belt line profest, and other gentlemen. At noon a lancheon will be

served.

At 2 p. m. through the courtesy of the Rochester Hallway company, a ride will be taken about over to inspect the railroad terminals. Adjournment will be taken to some date in the future when a special trip will be taken through Conesce Valley over the lines or roads entering the city from the In addition to presidents of s villages in the Genesco M. Holden, Honeoge Falis; Phillibutt, Garbuttsville; Hop. Otto Geneseo: Willem Hamilton, Cale H. G. Brown, Mt. Morris; C. K.

V

derg, Nunday O. Bunnell, Dansville; C. A. Alvord, Livonia; Herbert Goodsmith, Dr. Allen, Avon; Hon. James W. Wadsworth, Austin Wadsworth, Geneseo; Isaac W. Salyerds, Scottsville; William C. Page, Wheatland; Admiral Franklin Hantord, Eugene Brown, Scottsville; Morris E. Kinsey, John B. Hamilton, Rush; Chauncey Todd, Henrictu; Herbert Wadsworth, Avon—The entire board of trustees of the Chamber of Commerce and the chairment and members of the committees on legislation; manufactures and promdition of trade; public improvements; rallroads and transportation; postal facilities; telegraphy and insurances; startistics and publication, and taxpayers, have been invited.

Representative men of the city who

have been invited.

Representative men of the city who have been invited include Hon. J. M. E. O'Grady, Hon. Henry C. Brewster Hon. William A. Sutherland, Hon. Frederick Cook, Albert Harris, R. E. Danforth, manager of the Rochester Railway company, Dr. John M. Lee, Special County Judge J. B. M. Stephens, Hon. George H. Smith, William H. Gillette, manager of Manitou railway.

H. Smith, William H. Gillette, manager of Manitou rallway.

Municipat officials who have been invited and who will participate are: Mayor James G. Cutler; H. H. Edgerton, president of the Common Council; A. R. Lamberton, president of the Park Board; T. J. Neville, commissioner of public works; E. A. Fisher, city engineer; J. Miller Kelly, chalirman of the finance committee of the Common Council; Alderman Kneally, chalirman of the Common Council railroad committee; W. W. Webb, corporation counsel; Arthur Warren, county attorney; A. P. Beebe, chalirman of the Monroe County Board of Supervisors; J. Palmer, chairman of the good roads committee; William C. Bar-ry, president of the Good Roads associa-

County Engineer McClintock has prepared an outline of sixteen different routes for a belt line that may be created with little or no construction of new rack. His plan is to form a separate track. His plan is to form a separate company to operate the service, paying an agreed rental to each company whose tracks are utilized. The county engineer thinks gasoline motor cars might be operated to advantage on the line.

BELT LINE CONFERENCE Proposition to Have Road in Genesee

Valley to be Discussed To-day. A meeting to consider the proposition made by J. Y. McClintock, county engineer, to establish a steam belt line over the steam railroads to the south of the city, in the Genesee valley, will be held in the Chamber of Commerce rooms at Po o'clock this morning. L. P. Ross will pre-side. T. B. Dunn, president of the cham-ber, and Mayor Cutler will give addresses, and there will be short talks by Mr. Mc-Clintock and others. Luncheon will be served at noon, and at 2 clock in the afternoon a trolley ride

at 2 o'clock in the afternoon a trolley ride about the city, to see the railroad termi-nals, will be taken, through the courtesy of the Rochester Railway Company.

The railroad companies to have repre-entatives at the conference are the New sentatives at the conterence are the New York Central, Lehigh Valley, Western New York and Pennsylvania, Dansville and Mount Morris, Eric, and Buffalo, Rochester & Pittsburg. There have been invited to the conference the members of the Board of Trustees of the Chamber of Comparison of committees, regre-Commerce, chairman of committees, repretative men of the city and villages in the Genesee valley, presidents of villages in in the Genesee valley, officials of the city and others. About 200 invitations have been issued.

Mr. McClintock has prepared an outline of sixteen different routes for belt lines that may be formed without much con-struction of ne wtrack. Lis plan is to form a separate company to operate the service. Democrat - Chouck

RAILROAD MEN ARE IMPRESSED

Representative Gathering in Chamber of Commerce.

Put Typics non 18, 6 v
BELT LINE PROPOSITION STATED

Delegations of Influential Citizens from Towns of Genesee Valley, City Business Men and Officials.

Seventy-five municipal officials and representative business men of the city and towns of the Geneses valley; railond officials and a large representation from the membership of the Chamber of Commerce, were present when the belt room of the chamber at 10 o'clock this

The radicoud men present were Michael Doyle, president of the Rochester, Churlotte and Manitou Beach Railway com pany; W. H. Gillette, manager of the pany; W. H. Gillette, manager of the same corporation; R. E. Danforth and G. G. Morehouse, of the Rochester Rau-way company; Charles S. Lee, general passenger agent of the Lehigh Valley; Railroad company; J. F. Schaperkolter, general agent of the Lehigh Valley; J. T. Keith, superintendent of the Buf-fglo division, Lehigh Valley; George II. chigh Valley: E. C. Lapey, of the Bur-

isjon of the same road. The New York Central delegates came The New York Central delegates came in some time after the meeting had been called to order. They were S. R. Payne, assistant superintendent, Syracuse; E. S. Andrews, trainmaster, Rochester; H. L. Ingersoll, assistant engineer, New York, Harry Parry, general agent, Buffalo; J. C. Kalbfleisch, division passenger agent, Rochester. Among the representative business men of the city present were Charles T. Chapin, president of Rochester Car Wheel works; H. C. Cohn, of H. C. Cohn & Co.; Charles J. Brown, of Brown Brothers, nurserymen; George Brown Brothers, nurserymen; George Roth, collector of customs at the port of Charlotte; William S. Riley of Brewster, Roth, collector of the collector of the

Among Those Present. Among the city and county officials present were Mayor James G. Cutler, County Engineer J. Y. McClintock; City Engineer E. A. Fisher; A. B. Lamberton, president of the park board; T. J. Nev-

editor of the Numa Wadsworth, Geneseo; William Gay, Honeoye Fails; Philip Garbutt, Garbutts-ville; C. M. Alvord, editor Livonia "Ga-gette;" A. M. Holden, William O'Brien, Honeoye Fails; Irving C. Allen, Aven.

A. O. Bunnell, editor of the Danaville
"Advertiser," sent a letter expressing his
regret at not being able to attend. He regret at not being able to attend. He said he was deeply interested in the project as were all Dansville people who sadly need better rallroad service to Rochester. As a result of the present wretched conditions, he declared most of the Dansville trade was being diverted to Buffalo.

Total

Assuming the regular rate of fare number of passengers to be fifteen, the annual number of passenger miles would be 12,769, and the income from passengers would be.

Deduct expenses

Theodore T. Olmstead, of the Genesea Valley bank, Geneseo, in his letter of regret stated he was heartly in accord with the project. Much of Geneseo's trade, he said was going to Buffalo. As an object lesson in the difference of the service between Geneseo and the two cities, he said Buffalo morning papers were secured at 7.39 o'clock in the morning while the Rochester papers did not reach Geneseo until 19 o'clock.

Genesso until 10 o'clock.
L. P. Ross, chairman of the spectic line committee of the chamicalled the meeting to order, briefly o ining the object of the conference as designed to improve the railway ser between Rochester and the towns of Genesee valley. T. W. Dunn, presi of the chamber, was introduced. He expressed the hearty co-operation that might be expected of the business men the proposed Bolt line the length in mile the percentage of length, and train miles f the city in any plan to improve the evenue of communication between Rochester and the villages of the valley. The lack of larger representation from the towns of the valley was regretted. Mayor Cutler followed Mr. Dunn with me to the delegates in which h said he was unfamiliar with the detail of the question to be considered; men-tioned that he had been forced to recommercialism in the matter of freight and passenger transportation in the streets of the city; expressed the fear that he might feel obliged to do more in that he might feet obliged to a hove the same way and said in conclusion:
"The present city administration is warmly and heartly in sympathy with, and ready to promote in any right way, every proper movement to build up the ity and to advance the highest pros-

perity and well being of all its people." Chairman Ross introduced County En-gineer J. Y. McClintock whom he stated vas the pioneer in the belt line project. Mr. McClintock then outlined his pro-ject for a Genesee belt line in a long statement embellished with tentative time tables and bristling with computa-

County Engineer's Plan. chigh Valley railroad, from Roch Honcoye Falle; New York Central dates Biver railroad, from Honcoye Gonesie Valley railroad junction; broad, from Genesic Valley rail action to Mt. Morris; Pennsylvania at to Ayon, Eric railroad to Le uralo, Rochester and Pittshurg rail Kochester

roud to Avon. Eric railroad to Le Roy: Lunialo, Rechester and Pittsburg railroad to Kochester.

The length of the circuit is 97.35 miles. It is proposed to start motor cars or trainvey are from both the Lenigh Valley railroad station and the limitalo, Rochester and Pittsburg railroad station at the same hours, and the trains which start from one of the atations will arrive back at the other in four hours. It is believed that in the course of time. If not at one, it will be possible to run the cars frequent the cars in the trains of the station of the cars in the cars and property of the cars in the cars and the stations will be possible to run the cars frequent the cars in the cars of the stations at the cars in the

One other train would be seen at 6.30 in, m.

It is assumed that one crew with its train can make two trips per day. This would require touricen ears or trains, and it would probably be necessary to have four spare cars or trains, it is assumed for purpose of discussion that the earse ould maintain an average speed of 22.50 miles per hour, and that sixty minutes round trip could be made in four hours of this time-table could be established and maintained, sidetracks for crossing the tramway trains by each other would be required at Cedar Swamp. Rochester June 100. West Rush, 25 miles north of Aven in the Eric Geneseo, 15 miles south of 101 for Aven on the Pennsylvania rail-oad, Lo Roy, Pittsburg and Lehigh june lon, and Scottsville.

It is probable that it would be necessary o employ two men to tend switch and agnal at the function of each railroad, which would require ten men.

The selection of a suitable car is very mportant. You all know of many disap.

Planning for Water Storage.

Electricity may be the best at some uture day after the Genessee water storage roject has been carried out, and it can be secured for less cost than it can be secured for less cost than it can be secured by a steam plant.

In the opinion of good judges, oil cugines see not reliable enough for such a service. There has been in successful operation in the Northeastern railway, in England, motor which might be very advantageous. It has an electric generator operated by a gasoline engine and there is a small storage lattery. Considering the limate and the necessity of keeping close to schedule time on account of running on narts of so many different steam roads, it seems all steam was the most reliable. The London and Southwestern railway, of England, is operating steam motor cars, which give good satisfaction.

For the purpose of starting this proposed Belt line 1 propose the use of second hand engines from the Manhattan Elevated, one car being used with each engine. They are powerful enough to pull an extra car or two, and it is probable that they can be operated about as cheaply as the steam notor car referred to and there is no doubt about their giving satisfaction. They can be bought for \$2.500 aplece and warranted in good repair.

Eighteen Forney engines at \$2,506. \$ Eighteen passenger cars with bag- bage compartments at \$4,000 each Building for housing Construction, etc.	45,000 72,000 20,000 13,000
1	150,000

815	0.000
legal, etc.	6,000
Total\$10	14,600

ing	W. N. Y. and P. R. R. N. Y. C. and H. R. R. R. The average net carnings per train mi vere as follows in 1903: Prof.
cial ber, out-	B. R. and P. R. R
one vice the lent	Lehigh Valley R. R

the percentage	ental, w	ili be	as follo	Pi
R, R. L, V	7.2	P.C. ,161 ,882 ,074 ,173 ,260	MHe- age, 126,850 282,200 62,000 147,050 221,000	100 rem

B., R. and P	25,2	.260	221,000	22,1
	97.4	1,000	850,000	\$85,0
Estimated earning these portions based on repeate train mile multip of existing realist	ed av	orage by the	of peor	nllen

Argument of the Proposer.

dvantages of the steam cond are:

Chairman Ross explained that

belt service the county engineer had outlined, was merely typical of several others that might be arranged over the same lines of railroad with very little additional construction of track. This is an effort to utilize steam lines that already exist and aid compan that have spent millions of dollars

come into Rochester."

After an informal discussion, Mr. Ross stated it was realized by the promoters of the conference that the railroad men had not come with any intention of giv-ing a definite decision on the project as outlined by Mr. McClintock. As he unlerstood it, they had come to learn all the facts and deliver judgment later. A general invitation was then given to all present to partake of luncheon prepared by Teall and then to participate in ride about town to inspect the railroad terminals, arranged through the cour-tesy of the Rochester Railway company. The formal part of the meeting was the

Views of Railroad Managers.

New York Central railroad mer at the conference who were in-terviewed by a Post Express re-porter, interposed many objections to the beit line scheme. S. R. Payne, assist-ant superintendent of the New York Central, said that in the view of the railcoming to a conclusion in such a matter that would not at first appeal to the generality of people in other lines of activity. Prominent

among these, he thought was the interference with the freight service which an hourly belt line passenger service would entail. "In my opinion this would be insur-mountable," continued Mr. Payne. "As to the use of the second hand Manhattan Elevated engines which has been suggested. I consider that a joke. We are taking apart every day in our yards, en-

gines that are worth a dozen of these

H. L. Ingereol assistant engineer of the New York Central, stated that the railroad officials were always glad to listen to projects for the improvement of traffic evolved by their patrons. At the same time Mr. Ingersoll did not seem sanguine regarding the success of the special matter in hand. Mr. Ingersoll pointed out that the cost of running steam passenger trains is very great. He seemed confident that the ideal motive power for surburban traffic in the future would be developed along the line of the gasoline engine utilized as a

George W. Dow, superintendent of the Rochester division of the Erie, said that the project as outlined by Mr. McCli took amealed to him as a very good one. "The Eric Railroad company," he continued, "may be depended on to co-op erate in any enterprise resigned to bene fit the people of Rochester, their pa trons and the individual interests of the

Mr. Dow said that the matter was still in its Infancy and that many obstacles were to be overcome before it could be made an accomplished fact. He was done if the railroads would co-operate.

Charles S. Lee, general passenger agent of the Lehigh Valley, said that the agent of the Lehigh Valley, said that the matter was a very important one and that he did not feet justified in giving an opinion until after he had given it further consideration. When asked if he considered the project a feasible one from a railroad standpoint, he said:

"I don't think there is any question about it. Of course it would be a great problem to rearrange train service to

problem to rearrange train service an hourly schedule on these one track lines. But nothing in this world is im-

E. P. Lapey, general superintendent of the B. R. and P., said he thought the project might be made feasible by a sec-ond tracking out of the one track lines in improving the railroad service be-tween Rochester and the towns of the Genesee Valley in many ways not yet

When Harry Parry, general agent of the New York Central, was asked to give an opinion on the proposition, he stated he had arrived too late to bear much of what Mr. McClintock had to say. carefully studied by the New York Cen eal officials. Mr. McClintock has been

About twenty-five of those who attended the conference, the majority being railroad officials, accepted the invitation to take the ride about the city in the Rochester Rallway company's private car, Genesee. All of the steam railway stations in the city were visit-

Mr. McClintock told The Post Express reporter he was much pleased with the response that had been made to the call for the conference

the path of the project," he continued.

ON BELT LINE CONFERENCE

County Engineer McClintock Outlines Plan by Which Towns Adjacent to Rochester are to Be Served With Hourly Trains Run by Electricity===Promi= nent Men Much Interested.

It was but a few minutes after 10 o'rlock, the time set for the opening of the Genesce Valley Belt Line Railway conference, when Chalrman L. P. Ross, of the special committee of the Chamber of Commerce, appointed to investigate the proposition, called the conference to order this morning in the rooms

the Chamber of Commerce. There
were nearly 100 men in attendance upon the conference, representing not only the railroads interested in the scheme as outlined by County Engineer McClintock, business interests in the various owns to be included in the route as laid

The railroads were represented as folows at the conference : New York Central—S. R. Payne, assistant superintendent, Syracuse; E. G. Andrews, trainmaster, Rochester; H. L. Ingersoll, assistant engineer, New York; Harry Parry, general agent, Buffalo; J.

Kalbfleisch, district passenger agent, general superintendent; J. F. Schaper-kotter, general agent; J. L. Keith, superintendent Buffalo division; C. S. Lee, general passenger agent; George H. Harris,

district passenger agent, Western New York & Pennsylvania O'Donnell, general superintendent.

Buffalo Rochester & Pittsburg-E. C. Lapey, general passenger agent. Eric Railroad—George W. Dowe, gen-

Dansville & Mt. Morrie-William Humphrey, general superintendent.

The committee in charge of the conference is composed of L. P. Ross, chairman; R. A. Sibley and Charles T. Chapin. As chairman of this committee L. P. Ross called the gathering to order. He stated briefly the object of the gath-

ering, and introduced Mayor Cutler, who gave a brief address of welcome as fol-"Mr. President-The people of Rochester will, I am sure, be glad to have their executive greet this assembly. We are pleased when the consideration of the mutual in-

the city and the towns is not at present equate, a proper means of improvement much to be desired. I say frankly that I know very little

about those two questions which I assume you are met to consider—that is, are the present means of travel inadequate? and so how can they best be made to meet

the demands upon them?

"It is not for me to discuss the history of business enterprises, nor to trace the relation of the improvement in means of ration to its development; but o it has been necessary for me, in order to protect the rights of the people, to inter-fere with certain details of freight and passenger transportation in the streets of the city, and thus to restrain a manifestaas it seems probable that I may feel obliged to do more in this way, I am glad to wel-come your guests, to greet the members of ment of ranway labelines, and loss of the present city administration is warmly and heartily in sympathy with, and ready to promote in any right way, every proper movement to build up the city and to adthe highest prosperity and well-being

President .T B. Dunn of the Chamber of Commerce was next introduced by Chairman Ross, Mr. Dunn in a brief speech velcomed the representatives of the railroads and the citizens to the con-ference, saying that he would like to see

Rochester's interest in this project is not entirely selfish," said Mr. Dunn.
"We are all interested in comfortable, facilities, the railroads as well as the public. It is a matter which interests

The principal speaker of the morning, Engineer J. Y. McClintock, was luced by Chairman Ross. Mi McClintock occupied the greater part of an hour in his address. He laid his plan belt line before the conference as follows: Valley Railroad from Rochester

Jacobili Valley Railroad from Rochester of Ioneoye Falls.

New York Central and Hudson River instroad from Honeoye Falls to Genesee Valley Railroad Junction.

Eric Railroad from Genesee Valley Rail-

tion to Mt. Morris ania Railroad to Avon; Eric Rail-

The length of the circuit is 97.36 miles. It hours, and the trains which stars one of the stations will arrive back

it will be possible to run the cars through the city from one station to the other. The number of existing stations is 28 and the number of additional highway crossings, where stops would be made for passengers is about 50.

The trains would leave Rochester from The trains would leave to-cleater from both stations at 5, 6, 7, 8, 9 and 11 a, m., and 1, 3, 4, 5, 6, 7, 10 and 11:30 p, m.
The trains leaving at 10 p, m., world only go to Mt. Morris and the 11:30 p, m. trains one would go to Le Roy only, and the other

In the morning one train would leave Mr. Morris at 5 a. m. and go via, Le Roy, or riving at Rochester at 735 a. m. another leaving the same place at the same time coming via. Avon would arrive at 6.55 a. m. One other trains would leave Le Roy at 5.3 n. m. and arrive at Rochester at 6:20 a ... The selection of a sultable car is The selection of a sulfable cay is you important. You all know of more disappointing experiments in "dimute cars," which have been tried on various roads. Electricity may be the best of some future day after the Genesce water storage

belt line I propose the use of second-mand engines from the Manbattan Elevated one car being used with each engine. They or being used wan each engine. They are powerful enough to pull an extra car or two, and it is probable that they can be observed about as cheaply as the steam motor car referred to and there is no doubt about their giving satisfaction. They can be bought for \$2,500 apiece and warrant.

ed in good repair.

CAPITAL REQUIRED.

COST OF OPERATING.
2.726 miles, at the is \$300, 312 days. \$55,600
10 switchmen, at \$500 5.000
Superintendent, clerks, insurance, legal, etc. 4,000

Let us look of what seems to be the most prosperous suburban electric lines and see how the country it serves compares with the district in which we propose a tramway service. From Rochester to Geneva way service. From Mochester to Geneva is afty-one miles, be that distance there are seven villages, including the little city of Geneva, with a population of about 20,000, while the fotal population of the towns in the line is about 40,000.

The line is nearly parallel with and near the Auburn branch of the New York Centhe Albura byanca of the New York Central & Hudson River ralliend. The steam rallroad runs nine trains each way, taking I hour and 45 minutes to I hour and 37 minutes. The troiley road runs eighteen trains each way, taking 2 hours and 15 minutes for all except the theater train, which makes the run in I hour and 5 minutes.

The steam road is incomparably better for smoothness and all safety features, and

The advantages of the steam road are:

The advantages of the steam road are. First, greater comfort on account of smoother track; second, greater speed and shorter time, third, greater safety on account of the better condition of the track and less liability of accidents from broken flanges and because the line is altogether on its own well protected right of way.

The advantages of the trolley road are:
First, novelty; second, newer, brighter
cars; third, cheaper fares; fourth, absence

of smoke in bad weather; fifth, terminus in the business center of Rochester, with the possibility of getting on or off the car at any one of the thirty street crossings on the two miles of railway in the city streets; isith possibility of getting to any part of the city with only one transfer to the car The district in the valley is more prom-

ion of about 20,000, and the popu the rich farming towns is about 46.000. Although it is a prosperous region now, its undeveloped resources are wonderful. The sait mining, gypsum and plaster mapufacin their infancy, with promise of unlimited growth. The limestone from its quarries

dam, which will surely come within a few years, will make the bentiful village of Mi. Morris one of the most thrifty manu-facturing cities, with 18,000 horse power to be used there, and will transform 60,000 acres or more of the flats of the Genesse, along and through which the lin with the richest garden truck land.

There was little or no discussion of the project following Mr. McClintock's adproject following Mr. McClintock's address. As Mr. Kalbfleisch, of the New York Central stated, the representatives of the railroads were there principally to learn the details of the plan. These delearn the details of the plan. These de-

The following Rochester men accepted the invitations sent out by Secretary Ives: J. M. Lee, Henry S. Mackie, Geo. B. Watkins, Herman Behn, H. H. Rich, R. A. Hamilton, S. A. Badger, George A. Lent, S. H. Yawman, W. C. Barry, J. S. Graham, E. H. Burke, H. B. Graves, J. G. Kalber, William S. Riley, George Roth, Charles J. Brown, C. T. Chapin, H. C. Cohn, L. G. Wetmore, A. Sibley, C. P. Ford, W. H. Smith, G. H. Smith, J. B. M. Stephens, H. H. Pryor, Philip Present, C. M. Everest, Louis J. Ernst, William Carson, Michael Doyl W. H. Gillette, R. E. Danforth, G. G. Morehouse, F. C. Allen, J. G. McClintock and L. P. Ross.

Those who accepted invitations to be present from out of town are William Lay, A. M. Holden and William O'Brisn, of Honeoye Falls; William L. Olmstead, Geneseo; Marshall Todd, West Henri-etta; Philip Garbutt, Garbutt; C. K. Sanders and Harrison Peck, Nunda Herbert Wadsworth, Avon; C. M. Al-vord, Livonia, proprietor Livonia Ga-

Chairman Ross explained for the benefit of those railway men who had come in late that the line which had just been plained was simply ar imaginary one taken for the sake of figures. The dif-ferent diagrams and blue prints which Mr. Clintock had prepared were passed around and inspected by the railway

Chairman Ross spoke on the vital Importance to the railroads of preventing the trolley roads from taking all the trade, and asked Charles S. Lee, general passenger agent of the Lehigh Val-ley, to express his apinion. Mr. Lee, however, said that he did not feet well enough informed on the subject at present to make any remarks.

Chairman Ress announced that the outline of the proposed belt line would be put in print, and sent to the repre-sentatives of the different roads, in order that the plan might be given their sare ful consideration.

The meeting adjourned at 11:30, and until 12 o'clock a reception was held and the guests given a chance to view the exhibit of the Rochester Art Club. At 12:15 an elaborate luncheon was served, and at 1 o'clock the representatives started on their trip about the city to view the different railway terminals a of the Rochester Railway Com-

CONFERENCE ON PROPOSAL OUTLINED BY

J. Y. M'CLINTOCK.

RAILROAD MEN RETICENT

Companies Well Represented, but Officials Were Not Prepared to Discuss Proposition for Steam Belt Line in the Genesee Valley Democrat o Chronicle

The proposition to establish a steam belt line in the Genesee valley over railroads now in operation, which was advanced by J. Y. McClintock, county engineer, and indersed by the Chamber of Commerce, was presented in the fibrary of the chamber yesterday morning. There were present sixty to seventy men—rail-rord men, officials of the city and towns and villages in the city. and villages in the ralley, and business men of Rochester and vicinity, many of them members of the chamber. No action was

The railroad men at the conference ere: Representing the New York Conwere: Representing the New York Cen-tral, S. R. Payne, assistant superintendent, Syracuse; E. G. Andrews, trainmaster, Rochester; H. L. Ingersoll, assistant engi-neer, New York city; Harry Parry, gen-eral agent, Buffalo; J. C. Kalbfeisch, di-vision passenger agent, Rochester; Lehigh Valley, M. B. Cutler, general superintendent; J. F. Shaperkotter, general agent; cm; J. F. Snaperkotter, general agent; J.
L. Keith, superintendent of the Buffalo
division; Charles S. Lee, general passenger agent; George H. Harris, direct passenger agent; Westora New York & Pennsylvania, Robert Bell, superintendent of
the Buffalo and Rochester division; R. T.
O'Donyell general superintendent: Buffalo O'Donnell, general superintendent; Buffalo, Rochester & Pittsburg, E. C. Lapey; Erie, George W. Dow, superintendent Dansville & Mount Morris, William Humphrey, su-Manitou Beach Railway Company, Mi nel Dayle, president, and W. H. Gille er: Rochester Railway Company, R

The meeting was called to order by I He outlined the object of the conference briefly, and then introduced Mayor Cutler.

Mayor and Mr. Dunn Speak.

The Mayor spoke of the desirability of improving present means of intercourse between the city and towns, if it was in-adequate, but said he frankly admitted that he knew little about whether the present means of travel were inadequate or, if so, how best the demands could be met. He had had to interfere with traffic carried on by companies in the streets of the city, he said, to protect the rights of the people; and, as it was probable that he would have to do more in the same direc-tion, he was glad to meet those who were trying to promote business through improving railway facilities. The adminitration, said Mayor Cutier, was heartily in sympathy with every proper effort to

said that he was glad to welcome representative men to the conference, and see that the men up the valley were in-terested in railway facilities. He was sorry, he said, that the representation from the towns was not larger. He expressed the hope that the report given would lead

to beneficial results.

Mr. McClintock, who was next introduced, outlined tentative plans for the proposed belt line. The line he had selectproposed belt line. The line he had selected, he said, was but one of many that might be suggested. The route suggested follows: Lebigh Valley Railroad, from Rochester to Honeove Falls: New York Central from Honeove Falls to Genesee Valley Railroad junction: Eric Railroad, from Genesee Valley Railroad junction: Penesylvania Railroad to Aven; Eric Railroad to Le Roy; Buffalo, Ruchester & Pitrsburg Railroad to Rochester.

McClintock's Proposition.

"The length of the circuit," said Mr.
McClintock, "is 97.36 miles. It is proposed to start motor cars or transway cars
from both the Lebigh Valley railroad staion and the Buffalo, Rochester & Pitts-burg rallroad station at the same hours, and the trains which start from one of the stations will arrive back at the other the stations will arrive back at the other in four hours. It is believed that in the course of time, if not at once, it will be possible to run the ears through the city from one station to the other.

"The time table requires a (motor car) mileage of 2,726.08 miles in fourteen trips each way now day.

mileage of 2,726,08 miles in fourteen trips each way per day.

"The number of existing station is thirty-eight and the number of additional highway crossings, where stops would be made for passengers, is about fifty.

"The trains would leave Rechester, from both stations, at 5, 6, 7, 8, 9 and 11 A. M., and 1, 3, 4, 5, 6, 7, 10 and 11:30 P. M.

"The train leaving at 10 P. M. would only go to Mount Morris and the 11:30 trains, one would go to Le Roy only and the other to Avon and Mount Morris.

the other to Avon and Mount Morris.
"In the morning one train would leave
Mount Morris at 5 o'clock and go via Le
Roy, arriving in Rochester at 7:15 A. M.;
another leaving the same place at the
same time, coming via Avon, would arrive at 6:45 A. M. One other train would
leave Le Roy at 5:30 A. M. and arrive
in Rochester at 6:30 A. M."

Mr. McClintock discussed details of
continuous, management, conited required.

Mr. McClintock discussed details of equipment, management, capital required, cost of operating, probable earnings, profits, etc. He estimated that the capital required to equip and construct the road would be \$150,000. The annual Income would probably be \$255,200, said Mr. McClintock, the exponses he estimated to be \$104,600, which would leave a balance of \$150,600. \$150,600. After paying to the steam roads 10 cents per tram mile, which would amount to \$85,000, there would be a net income of \$65,000.

The steam road, said Mr. McClintock,

would have many advantages over electric roads. Such a road, he said, would great-ly develop the industries along its route.

Not Prepared to Talk.

Not Prepared to Talk.

When Mr. McClintock had finished speaking, Mr. Ross said that the scheme outlined by Mr. McClintock was purely tentative, and, of course, subject to modification. He invited the railroad men to express their judgment of it or make any suggestions that they might consider necessary. A number of the representatives from railroad companies examined the essary. A number of the representatives from railroad companies examined the maps and tables that had been prepared by Mr. McClintock, but none offered to speak on the proposal. After a time Mr. Ross again invited the railroad men to give expression to any views they might have on the subject, and valled upon Charles S. Lee, general passenger agent of the Lehigh Valley.

"I do not believe," said Mr. Lee, "that it is for the passenger people to discuss

it is for the passenger people to discuss the project at this time. It is rather for those who are in charge of the operating of the roads to say whether they can haudle such a line as that under discussion."
A number of the railroad efficials got together in groups and examined the maps, but no one of them seemed to care

Outline for Railroad Men. 'e realize that you have not come what may be offered. We are extremely, grateful to have so many representative men at this conference. We shall have prepared an outline of the scheme as presented by Mr. McClintock and will send it to the different railroad companies, so that they may have time in which to consider whether the belt line would be practical and predicable.

tical and profitable. "You are now invited to remain for imcheon, which will be served in hair an hour. In the meantime we shall have an informal reception. You are invited, too, bull. After function we shall be take by trolley, to see the terminals of the various railroads that would be concerned in such a belt line as is proposed."

Men at the Conference,

Among the business men of the city presit were; Charles T. Chaple, provident of the Rock-ster Car Wheel Works; H. C. Coln, of H.

the extensions.

The present station in Central avenue was built in 1882, being completed about the time the tracks were raised over the thoroughfares in the heart of the city. It was built with the idea that it

would serve the purposes of the travel-ing public for twenty-five years, but traffic has grown for beyond the predic-

where else. Post Expecto het

APPEAL TO CONGRESS

Interstate Commerce Law Body

Takes Action.

Notice Received Here of a Petition Re-

questing the Speedy Enforcement of

the Primary Requirements of the

Law-The Work in This State.

Copies of the official proceedings

ceived to-day by T. B. Dunn, presiden

of the Chamber of Commerce, and John

M. Ives, the secretary, who attended a

delegates from the commercial bodies of

this city. Included is the text of a peti-

tion just sent out by the retiring execu-tive committee to congress. The petition

sembled for the purpose of urging upon congress the speedy enactment of such legislation as will afford relief from un-

ast discrimination in tariff rates estab-

and advantage to certain localities and sections of traffic, and consequent undue prejudice and disadvantage to others; and to provide effectual means of pro-

ection to the public from the disposition

chises granted by the neople; all which is in violation of the act to regu

1887 the provisions of which, as inter-

preted by the Supreme court of the United States, have proved ineffectual

The petition goes on to ask the speedy enactment of such legislation as will insure the enforcement of the primary re-

has been appointed New York state representative of the permanent organiza-tion perfected at St. Louis, started Sal-

urday for a stay of some duration in Mexico. He has announced that on his return he will take up the matter of arr-

of which will be felt at Washington in favor of the Quarles bill, giving au-creased powers to the Interstate Com-

up for consideration. Port Extres.

Report Declares All

Previous Records

Broken.

COST MILLIONS

Total Expense of Great Fair

Estimated To Reach

\$89,863,917.

FINAL GUEST OF HONUR

St. Louis, Dec. 1.—The Louisiana Pur-

chase Exposition, or world's fair, which

closed to-day, has broken all previous

records in its magnitude and scope and

for the millions expended in making it

While it is not believed or expected that

what it was, the greatest show on earth,

subscribers to the stock will draw

dividends, they will not be carle-

to make good any deneit, as it

PRESIDENT FRANCIS WAS

By Special Wire to The Herald.

at bodies of this state, the influence

President DMunn, of the chamber, who

o prevent such violation.

mirements of the act.

of unreasonable and oppressive charges for the performance of public service in the transportation of passengers and

coverty as common carriers under fran-

commerce approved February

sets forth that the convent

the Interstate Commerce Law conve

nov. 28 1200.

cears the station has proved alto

23, 1904.

MR. DUNN HONORED Port Express.

Chamber of Commerce President Made I. C. L. Representative.

Charge of the Work of Developing Interest in New York State in the Movement to Greater Effectiveness to Law, Is Given to Him.

Thomas B. Dunn, president of the Rochester Chamber of Commerce, has been honored by appointment as representative for New York state on the national executive committee of the permanent organization perfected at the recent Interstate Commerce law convention in St. Louis. President Dunn and Secretary John M. Ives attended the convention as delegates from this city. Men who stand foremost in the commercial and professional activities of the state, like John D. Kernan, of Troy, and Francis Thurber, of New York, were prominent in the proceedings of the convention. That from among these men Mr. Dunn should have been selected to actually represent this state, makes the Mr. Dum should have been selected to officially represent this state, makes the trobute paid to his personality and to the influence of the organization he heads here, all the more pronounced. In his leter notifying Mr. Dunn of his appointment, Frank Barry, of Washington, D. C., the secretary of the convention, gives the following outline of the duties

evolving upon him:
"The duties expected of the state repesentatives are to develope interest in their respective states, so far as they may be able to do , in the effort to secure needd legislation at the mational capitol amendatory of the interstate capitol amendatory of the interstate commerce act, to give it greater effectiveness; also to bring the expression of sentiment in favor of such legislation on the part of the people of the state to bear upon the representatives in congress from their respective districts and sepators from the state, in the most effective manner possible. The method of accomplishing this will be left to the discretion of the individual state representatives, each being at liberty to adopt such means as in his judgment are best such means as in his judgment are best adapted to meet the conditions in his

"It is desired that the state represe tatives will also assume the day of curing the active co-operation in our movement of such commercial and manufacturing organizations in their respective states as have not yet taken definite action urging the support of the legislation by their immediate representations.

organization is bending its effort toward securing the enactment into law of the bill introduced in congress at the last session by Senator Quarles, providing for an enlargement of the powers of

THE POST EX

OTHER SIDE TO HAVE AUDIENCE

At Meeting of the Chamber of Commerce Trustees.

REGARDING TROLLEY LINE

George D. Reed to Show That It Will Not Injure West Henrietta Road--Mr. McClintock Is Invited.

Although it has not been officially anonneed there is a liklihood of the board of trustees of the Chamber of Commerce hearing the "other side" of the West Henrietta road trolley question at the meeting called for 4 o'clock this af-

The trustees, it will be remembered expressed their disapproval of the construction of a trolley line within the boundaries of the improved highway, after z discussion of the matter by County

Engineer McClintock. This afternoon it is expected that George D. Reod of Reed & Shutt, attorneys for coctain of the interested capitalists behind the trolley project, will endeavor to convince the trustees that a trolley line will not injure the highway as improved and would furnish

additional transportation facilities or residents in the Genesec valley, who by they may reach Rochester with grant they may reach Rochester with grant special to be they may reach Rochester with grant residents and resemble to be the same transportation facilities or like, brief in the receipts from all sources have sufficed to meet all expenses,

The following members were admitted:

The following members were admitted:

the trolley promotors under the fran-chise granted by the highway commischise granted by the highway commis-sioner of Bhrighton, relative to the con-struction of the line and operation of cars along the West Henrietta road within the town of Brighton, but no such conditions are contained in the tranchise granted in Henrietta, in which own it is proposed to construct several alles of electric road at the side of the mproved highway.

Mr. McClintock has received an invi

Mr. McClintock has received an invitation to be present at the meeting this afternoon, but had not decided this noon, when seen by a Post Express reporter, whether he would attend. He reiterated expression of the belief, howver, that trolley lines should be structed on private right of way, and that under no circumstances should trol-ley promotors be permitted to encrouch ipon highways that have been improved.

In this connection, the engineer harked back to the beit line proposition, and specified Scottsville as one of the villages that would be greatly benefited villages that would be greatly benched if frequent trains were run on the steam roads. He has been engaged two days this week. Monday and yesterday, in establishing a lighting district in Scottsville, in anticipation of the establishment of an electric lighting system there by the Scottsville Power and Light comrecently organized by Rochester

and Scottsville men.
"If Scottsville could have the belt line ain service," said the county engin the population would increase rapidly; would almost deuble, I believe. I talked with two Rochester men this week, both of whom told me that they would make their hmes in Scottsville if the train service permitted. Scotts is only eight or ten miles from Rochester, but the better part of a day is wasted when you try

to make the journey either way."

The lighting district as surveyed, is about one mile square, and it is the inention to light the village with about iffy electric lights; the electricity to be generated by a dynamo located in a grist mill. Scottsville is not incorporated. but the residents are considering the advisability of establishing a municipal government. Nov. 23-1904.

NOVEMBER 24, 1904.

NO DAMAGE TO IMPROVED ROAD

SAYS PROMOTER OF PROPOS-ED TROLLEY LINE.

FAST TRAINS TO ELMIRA

Erwin E. Shutt Appears Before the Board of Trustees of Chamber of Commerce in Behalf of Project to Run Electric Railway to South

The trustees of the Chamber of Comneere held a meeting yesterday afternoon with Robert A. Dadger presiding. The first hosiness was the matter of the arbitration conference at take Hohons. The

"The Rochester Chamber of Commerce "The Rochester Chamber of Commerce desires to give its emphatic indersement and support to the efforts now being made to secure the ratification treaties between the United States and the nations of the world. It believes, with only such ex-ceptions as may be deemed to be absolute-

copions as may be deemed to be absolutely recessary, that all international difference not capable of diplomatic scribment should be settled by arbitration."

Merchants of the city have been endervoring to bring about the running of what neight be called shopping excursions to Rochester from points within reasonable distance on the Pennsylvania railroad lines. Secretary Ires presented the application to District Tieker Agent Fracional vestorday read his reply, to the effect that white the acheme might and probably would be profitable to the company, it could not see its way clear to putting on the occursion trains.

the excursion trains.

Travin E. Shutt, of the law firm of Reed & Shutt, the leading spirit in the proposed construction of a trolley road from Rochester to Elimina, appeared before the Rochester to Elmira, appeared before the trastrees in behalf of the railroad company. At a previous meeting of the Chamber of Commerce a resolution had been adopted against allowing the line to be constructed in the Henrietta road, on the ground that a new state road had been or would be soon completed there and that the railroad would be read to prompting a desired it.

would practicaly destroy it.

Road Not to be Disturbed. Mr. Short said that he believed the clamber did not understand the plans of the proposed company. He said it was the injention of the company to run its trucks about eight feet from the fence him. and not to interfere with the new road-way in any manner. The roadway, which is sixty-six teet wide, would not be dis-

rurbed, he said.
"It is planned," said Mr. Shutt, "to rut "It is planned," said Mr. Shutt, "to ran two express trains daily from Elmira to Rochester and return at a rate of thirty-five miles an hour. These trains would not make stops at way stations. Trains stopping at way stations would make a speed of twenty-five miles an hour. Such a service would be of great advantage to the merchants and others of this city, who now get very poor service from the steam railroads."

No action was taken by the board. which has taken a stand against allowing

Pullman Manufacturing Company, Sophia and Allen streets; Moore, Fiske & Com-pany, No. 262 Court street; A. J. Rock-wood, division engineer, No. 45 Troup street, and L. B. Elliott, Chamber of Com-

John F. Alden, J. DeWitt Butts, C. W. Trotter, Abram J. Katz and G. Schminke will constitute the Nominating Committee, to present candidates to the chambe for president, three vice-presidents and eighteen trustees to hold office for three years. It is expected that the annual election of officers of the Chamber of Commerce will take place on December 19th, although the date has not been fixed.

Interstate Commerce Reforms. Thomas B. Dunn, president of the Chamber of Commerce, has been appoint cell representative for New York state on the National Committee on permanent or-ganization for the Interstate Commerce Law convention in St. Louis. The work

be done is thus set forth:
"The duties expected of the state repsentatives are to develop interest in their
espective states, so far as they may be able to do, in the effort to secure legisla-tion at the national Capitol amendatory of the interstate commerce act, to give it greater effectiveness; also to bring the ex-pression of sentiment in favor of such leg-islation on the part of the people of the state to bear upon the representatives in Congress from their respective districts and senators from the state, in the most effective manner possible. The method of accomplishing this will be left to the discretion of the individual state representa-tives, each being at liberty to adopt such means as in his judgment are best adapt-

ed to meet the conditions in his own state "It is desired that the state representatives will also assume the duty of secur-ing the active co-operation in our moveent of such commercial and manufa ing organizations in their respective states as have not yet taken definite action urg-ing the support of the legislation by their immediate representatives in Congress,"

NEW SITE POSSIBLE

Central Station May Be Built to the East of Present One.

It Not, the Present Central Avenue Sta tion Will Be Greatly Enlarged and Improved Within a Year-Revival of Union Station Talk.

Although the enlargement of the pres ent New York Central station in Central avenue or the building of a new one on some other site is almost certain to be started within a year, the officials in charge of the matter have not begun yet to work out any of the details. Willard A. Pettis, superintendent of buildings for the New York Central on the western division, was seen this morning by a Post Express reporter in regard to the project. He confirmed the reports that the company is thoroughly impressed with the need of a speedy increase in existing station facilities here and the officials have the matter under

onsideration at the present time. "It has not been decided exactly what form the change will take, so none of the building details has been arranged as

yet," said Mr. Pettis.

From another source it was learned that it is just possible that the present station site may be abandoned, and a new station built some distance to the east, in closer proximity to the public market. This report is doubtless to some extent an outgrowth of the agitation extends a some weeks ago by the tion started some weeks ago by the Chamber of Commerce for an east side station. When the officials of the road expressed themselves as opposed to the movement, the chamber threatened to bring the matter before the State Ball-road commission and coerce the building of it. There is no question that the building of a New York Central station further to the east, would meet with great favor from many powerful com-

mercial interests the city.

This is not the first time that the building of a New York Central station on a new site has been agitated. Some years ago there was a strong movement in favor of building a large station on the site of the present Center park stathe site of the present Center park sta-tion. The plan then was to have all o the trunk lines coming into the city, converge there. An official of the Chamber of Commerce told a Post Express reporter this morning that at one time it looked very much as if this plan would go through. One of the reasons why the Lehigh Valley company abanged the building of a new station at the Court street bridge was because of the conviction that the plan for a union depot would ultimately materialize. It s possible the present enlargement plat may result in a revival of the union sta

The easterly trend in building has e away all plans for a station as far west as Center park. It is certain that if a new site is chosen, it will be east of the present station. When this matter was brought to the attention of Superintendent Pettis this morning, i gave it as his personal opinion that the plant for a station on a new site would be ultimately abandoned and the one for the enlargement of the present static

dent Francis stated that all claims against the exposition company had been settled and it was out of debt. On September 1 a financial statement was 020.64 for the first four months, and dis-bursements \$20,447,065.07 during the same ime, leaving a balance on hand of \$187. 955.75. Since then no financial statemen has been given out. The admissions fo ie last three months were greater than for the first four months, and consequently the receipts show a correspond-ing increase. The following semi-official statement shows what it cost to run a vorld's fair in Missourl

Estimated Expenditures.

Cost of buildings and exhibits ap-	
propriated by city of St. Louis. \$ Subscribed by citizens of St. Louis	5,000,000
Appropriated by United States	5,000,000
Appropriated by United States government for exhibits and	
Appropriated and expended by	1,500,000
Poreign countries, appropriations	9,346,667
and expenditures	7,017,250
Estimated value of exhibits in	7,600,000
exhibit places	50,000,000
Total	89, 863, 917

President Francis Honored. Never in the history of the world has red as was David Rowland Fra president of the Louisiana Purchase Exosition Company, to-day, when quita esteem for the man who made the Ivory

the world's fair colors streaming be neath. Every building on the grounds was decorated with flags and bunting, while all business houses in the city tireless energy, succeeded in making the

to the morning there were parades in honor of Mr. Francis, the world's fair president abdic ring for the day and playing the role of distinguished guest, where neretofore he had essayed the part of host for people from all climes. In the Plaza St. Louis, at the foot of the Louisiana Purchase Monument, there was speechmaking galore and Me Francis blushed at listening to the unstinted praises showered upon him

Silver Service Presented.

As a tribute of the respect and esteem which he was held, the the fair presented their chief with a sliver service of 500 pieces and costing \$17,-000. This service received the grand prize at the exposition and is of the Larose

In his speech of acceptance and thanks Mr. Francis admitted this was one thing done at the world's fair about were closed, the lid was taken off the world's fair and liberty took on the gar of license, especially on the Pike, whi-was so packed with humanity that was impossible to move. Here and then was a seene of merrymaking until mid-night, when the last of 100 guns was fired and the electric lights were turned

A detail of 500 police and plain clothes men co-operated with an army of Jefferson Guards and four companies of regular soldiers to protect property and saw that nothing more than harmless play was indulged in. They had their

OPPOSITION TO CAR LINE Chamber of Commerce Committee on Record in the Case of East Avenue.

Resolutions protesting against the runring of street cars in the lower part of the Public Improvement Committee of the Chamber of Commerce, held in the library of the chamber yesterday after-noon. Henry C. Brewster, chairman of nittee, presided. The resolution usly adopted An effort is being made to obtain a street

car service on the lower part of East avenue. The city at large, as well as the residents of that locality, has a vital interest in the

that locality, has a vital interest in the proposed change.

It is the purpose of the Chamber of Commerce at all times to use its influence for everything that makes for the permanent welfare. Itself the the transfer of the chamber of the matter that the contemplated introduction of street cars on East avenue from Main street to Union stand distinctly detrimental to the limitate interests of the property owners along the property of the development and good of the whole city. Hesolved, That the Public Improvements Committee of Rockester Chamber of Commerce places itself on record as opposed to a street car service on any part of Bast averagest officials of the Chamber of Commerce to take all proper measures to the cold that East avenue maker to the cold that East avenue for tracks.

Rochester Chamber of Commerce.

Through the courtesy of the Rochester Art Club which is now giving its Twenty-second Annual Exhibition in the hall of the Chamber, a cordial invitation is extended to every member of the Chamber and his family to visit the Exhibition free on

> Chursday, December 1, 1904. From 10 A. M. to 10 P. M.

No card of admission is necessary, this invitation being sufficient

The present exhibition is probably the best ever given by the Club. There are forty loaned pictures by our leading citizens, including examples by Corot. Vibert. Dupre, Schreyer, Hopkinson Smith, Homer, Bolton Jones, George Inness, Ranger, Dessar, Cooper and others. In addition, there are about 200 paintings by leading artists from New York City, London, Portsmouth. Paris, Buffalo, and our own city.

JOHN M. IVES,

Rochester, N. Y. November 28, 1904.

To Promote Interstate Commerce Legislation at Washington.

ecretary Ives, of Chamber of Commerce Receives Report of Progress of Agitation to Give Law Greater

Secretary John M. Ives, of the Roch ster Chamber of Commerce, who with intercial interests of this city at the ecent Interstate Commerce Law conention in St. Lauis, received this morning a letter from E. P. Bacon, chairman of the executive committee of the per-manent organization perfected at the convention, outlining the pregress that has already been made rower securing legislation to give additional effective-mess to the industrial Commerce countisrea Law association, Continuing, Mr

You will be interested to know that mittee feels greatly encouraged and be-bayes that with proper effort on the part of the individual organizations through-out the country, the desired legislation may be secured at the approaching ses-

sion of congress.

"Sufficient time has not clapsed to en-able the committee to determine to what extent the suggestions contained in its recent circular fetter have been carried out by the various organizations. The committee is making up a register, showing the expression given by monibers of congress to representatives of commercial organizations amounted to interview them for the purpose of urging their support of the desired legislation; which will be of great service to pressing the legislation at Washington, "Advices have been recoved thus far of the appointment of six delegates to go to Washington, each representing a cerof the appointment of an acceptance of Washington, each representing a certain group of organizations, to aid in the effort to secure prompt action at the opening session. There ought to be directimes that number there and the committee earnestly recommends immediate action to that ond." It is possible that the board of trus-tices of the Rochester chamber may de-

cide at its next meeting to send a dele-gate to Washington in accordance with this recommendation. The chamber here has taken a leading part in the agitation and its president, Mr. Dunn, has been appointed New York state representative Port Extres 13/2 /04,

SAYS EAST AVENUE IS WIDE ENOUGH

Trolley Company's Manager Disposes of One Objection.

ROOM FOR TRACKS

Measurements Show That the Street Is Wide Enough for Proposed Car Line.

CHAMBER OF COMMERCE OPPOSES THE PROJECT

In connection with the proposed plan Park Avenue att will run on East Avenue as far as Alexander Street, it has been accertained that a large proportion of the opposition to the project comes from a few people who believe the avenue would be totally destroyed for driving purposes by the in-stallation of street car tracks there, claiming that at no point is the street wide enough to permit of the placing of double tracks, still leaving sufficient room on either side for the passage of

General Manager Danforth of the Rochester Street Railway Company says that, leaving aside all other arguments for and against the plan, there is abso-lutely nothing to warrant any such talk as has been heard to the effect that East Avenue is not wide enough to permit of the laying of the tracks.

Whatever other reasons the property owners may have for not wanting the tracks there," said Manager Danforth,
"I have nothing to do with, but as a
railroad man I am impressed by the utter absurdity of a statement to the effect that the street is too narrow. Let us alm at consistency and look at other

"To be sure, the nature of East A nue does demand that for appear and convenience there be a good space for carriages between the tracks and the curbing. People living the upper end of the avenue, who support fine carriages and arrives the curbing the carriages. uld naturally desire that the app to their homes along a street as beau-ful as East Avenue be made to corr spond as closely as possible with oth portions of the street. A (ew figures we suffice to show them that, should double car track be placed on the low portion of the avenue, there would louble car track be placed on the lower portion of the avenue, there would still be plenty of room for every purpose, and the appearance of the street would be in no wise detracted from, while the behelf a derived would be innumerable."

Mr. Danforth then spoke of the plan suggested by Dr. B. G. Saunders and Joseph Agram, both of them East Avenue property owners, who are in favor of the street car tracks. Dr. Saunders made the statement a few days ago that and the statement a few days ago that he had made careful measurements of the street and also of a double trolley car track and had found that there would be ample space left for driving on East Avenue, even after a portion of the street had been given over to the car tracks.

Mr. Agram's Views.

Mr. Agram stated at the same time that he would not be in favor of the street car tracks were he not convinced street car tracks were he not convinced that the street is wide enough to accommodate both the cars and the carriages. "If it is not," he said, "I would favor the taking of a couple of feet of the sidewalks and giving it to street space. The sidewalks are more than ordinarily wide along there and the space could be spared to advantage."

The roadway in East Avenue at the points in question measures forty feet from one curbing to the other. On a double street car track the distance from outer rail to outer rail is fifteen feet,

outer rail to outer rail is fifteen feet, and allowance has to be made in con-delering the question of traffic for eightthe total width of street occupied by two cars passing each other at any given point eighteen feet. Deducting this space from the width of East Avenue at the present time, there is still left on each side of the street eleven feet as driveway, which is a width greater than

The average width given a street from one curbing to the other is from 26 to 32 feet, which is considered wide enough for all ordinary purposes. East Avenue, with the double car tracks installed, would still be left with 22 feet of driveway alone, to say nothing of the fact that carriages may make the same use of the paved car tracks as do the cars themselves, provided that the vehicles have driven to one side at the approach MAY SEND DELEGATE SATURDAY, DECEMBER 3, 19 are driven to one side at the approach

And in the event that the city should see fit to allow the sidewalks to be cut a foot, or even two feet, on each side, there would be accorded enough additional space to satisfy the most exacting. The bontention that the sidewalks in that Avenue are much wider than is necessary is well supported. Only from seventien to eighteen feet of sidewalk is found in the downtown business districts, where the street between curbings is fifty feet in width, while on East nes is fifty feet in width, while on East Avenue there is a broad expanse of thir-teen feet of well kept pavement for the teen feet of well kept pavement for the exclusive use of the comparatively few to destrians who make use of it. While it is apparent that the wide sidewalk adds greatly to the beauty of the avenue, it is as equally apparent that a foot or two of the 26 feet occupied by it might comfortably be spared to the roadway without being missed.

In Case of Snow Storms.

Those who oppose the tracks agree with Hiram W. Sibley, that in the cast of heavy storms in winter the snow thrown up by the snow plows in clearing the tracks would tend to render the ave-me impassable. This contention is also well supported, but in the end the dues-tion restoives itself into two points— whether sufficient benefits would be derived from the car service to compen-sate for the few inconveniences which might result, or whether the incon-veniences will outwelch the benefits in as to cause owners to regret any action which will open up the avenue to street car traffic, But as the matter has been under disfavor of it in that time have had opportunity to consider every phase of it. and as the majority announce them-selves ready to sign every and all peti-tions presented which will help the matter along, it is obvious that they are willing to assume all risks of future un-happiness and discomfort which may re-sult from their action. A meeting of the Public Improvement

committee of the Chamber of Commerce was held yesterday afternoon, in pursu-ance to a call issued by the chairman of the committee, Hon. Henry C. Brewster. The following resolution opposing the introduction of ear tracks on any rtion of East Avenue was unanimously adopted:
"An effort is being made to obtain a

street car service on the lower part of East Avenue. The city at large, as well as the residents of that locality, has a vital interest in the proposed change,
"It is the purpose of the Chamber of
Commerce at all times to use its influence for everything that makes for the
permanent welfare of Rochester; there-

Resolved. That it is the sense of this

committee that the contemplated intro-duction of street cars on East Avenue, from Main Street to Union Street, or to Alexander Street, would be unwise and distinctly detrimental to the ulti-mate interests of the property owners along the proposed route not only, but to the development and good of the whole the development and good of the whole

city,
"Resolved, That the public improvements committee of the Rochester Chamber of Commerce places itself on record as opposed to a street car service on any part of East Avenue, under existing conditions, and that we request officials of the Chamber of Commerce to take all Avenue shall be kept clear from street cars and street car tracks."

WORK BEING RUSHED

Small Host of Men Setting Up the Port Files Standpipe Viox

Through to Brighton Without Interruption and Tests So Far Made Are Highly Satisfactory.

The mains of the Rochester and Lake Ontario Water company are now laid through to Brighton without interruption and tests so far made have been highly satisfactory. The machinery in the pumping station at Rigneys Bluff has been in operation several days and, as far as can be learned, has worken satisfactorily, Resident Manager Clerk told a Post Express reporter this morning that President Harry Bowers Mingle will probaly be here Wednesday. It is believed his visit has to do with the formal taking over of the plant by the company. It is understood that he and other officials are highly pleased with the construction work as it has been per-formed by the American Pipe and Man-

Work on the big standpipe on Cobbs hill is progressing capidly. The iron work has arrived and a small host of workmen is engaged in setting it up.

workmen is engaged in setting it up. When completed this will be the largest standpipe in the world.

A difficult work that caused the most delay in getting the line through to Brighton was the crossing of the Genesee river. The crossing is made at the New York Central railroad bridge near the falls. The ruseway is crossed by the 20-inch pipe over a steel causeway with a span ninety-two feet in length. It was found necessary to make an abrupt angle in the pipe on the west side of the race just before the crossing but on the other side a nine foot drop is secured.

The 20-inch pipe is laid to the railroad bridge on the north side of the tracks all the way from Charlatte. At the bridge there is a large valve where a 12-inch pipe is used for the river crossing. This

pipe is used for the river crossing. This pipe runs under and between tracks three and four and is suspended on steel hangers, or what is called a steel cause-

The line only goes to the south of the railroad tracks in one spot during the whole course through the city. This is between Joiner and Scio streets where the right of way made the deviation necessary. From Brighton to Palirport the pipe is to be twelve inches in diam-eter. The line is laid with 20-inch Brighton with the exception of the river

Commercial Invasion of the Falls.

At a meeting of the corporation of the Chamber of Commerce with the Rochester Academy of Science in the hall of the chamber, at 8 o'clock next Monday night, Dr. ber, at 8 o'clock new follows for the state of John M. Clarke, geologist of the New York New York and director of the New York State Museum and State Geological Survey, will give an address on "The Commercial Invasion of Ninarra Falls." The lecture will be illustrated with stereopticon views.

Lecture on Niagara Falls.

At a meeting of the corporation of the Rochester Chamber of Commerce and the Rochester Academy of Science, to be held in assembly hall of the chamber first Monday night at 8 oclock Dr. John M. Clarke, a director of the New York State Museum, state geologist and of the state geological survey, will give an the state geological survey, will give an address on "The Commercial Invasion of Niagara Falls." The lecture will be illustrated with stereopticon views, Dr. Clarke is an author and lecturer of some note, the University of Marburg, Germany, having conferred the degree of the D. on him, and his own university. Amherst, the degree of LL. D.

NOTICE OF ANNUAL MEETING

renatees and officers for the said corpora-tion for the year 1985.

John THOMAS B DUNN, President,
John M. Ives, Secretary,
Rochester, N. Y. Dec 8, 1994.

PRESIDENT OF CHAMBER

His Name at Head of Ticket Prepared by Nominating Committee-Names of Other Nominees.

of Other Nominees.

A list of candidates for the offices of the Chamber of Commerce for next year was prepared at a meeting of the Nominating Committee held in the library of the clamber yesterday afternoon. The committee, which was appointed at the last monthly inecting of the trustees, is composed of John F. Alden, J. DeWitt Butts, C. W. Trotter, Abram Katz and G. Schminke, Those whose names follow were unanimously nominated after a session of an hour and a half.

session of an hour and a half.

President—Clinton Rogers.

Pirst vice-nesident—Rehert A. Badger.
Second vice-president—Exhert F. Ashley.

Third vice-president—C. F. Garfield.

Trustees for three years—Levy Adler, Wilmot Castle, Alvin H. Dewey, Michael Doyle,

J. J. L. Friederich, J. George Kaether, A. B.
Lamberton, Max Lowenthal, H. W. Morgan,

J. Y. McClintock, John McCurdy, E. F.
Reed, William S. Riley, George F. Roth, M.
B. Shantz, C. Walter Smith, Albrecht Vogt,
Philly Yawman.

Trustees to fill vacancies—F. J. Amsden,
George C. Buell, A. T. Hagen, Henry S.
Mackie, Charles Herbert Ocumpaugh, George
W. Bafter, William A. Setherland.

There are lifty-four trustees, and eighteen are elected each year, with others
when necessary, to fill vacancies.

when necessary, to fill vacancies,

when necessary, to fill vacancies.

These names will be presented at a meeting of the corporation of the Chamber of Commerce Monday, December 19th, and will be rejected or accepted. According to constitution, they will be on the bulletin board at the chamber for ten days. If, at the end of that time, no opposing ticket is placed in the field, the ticket selected by the committee will undoubtedly be elected. Only once in the fistory of the chamber has there been any opposition at the annual election. The members of the Nominating Committee are not now office holders in the Chamber of Commerce, which is provided by the constitution.

COMPANIES HAVE THE BLUE PRINTS

NO ACTION ON BELT LINE PROJECT YET, HOWEVER.

TO CONFER AGAIN, IT'S SAID Dec. 7. 100001

Matter Prepared by J. Y. McClintock Sent to Railroad Companies. Is to be Another Conference, Say Democrate Chronice

The six railroad companies to which a proposition to establish a steam road belt proposition to establish a steam road belt line in the Genesee valley was made at a meeting called by the Chamber of Com-merce Friday morning, November 18th, have not yet said whether the plan is practical and whether they ourpose dopt-ing the suggestion. The id-a was ad-vanced by J. Y. McClintock, county en-gineer, and was indorsed by the Cham-ber of Commerce, which appointed a special committee to confer with repre-sentatives of the six railroads that night sentatives of the six raironds that night be concerned in such an undertaking. This committee is composed of Africa A. Sibley, L. R. Ross and Charles T. Chapin.

Sibley, L. R. Ross and Charles T. Chapia, Mr. McClintock prepared an artine of the proposed route for use at the meeting on November 18th, and blue prints to illustrate it. At the request of the railroad officials copies of these were mailed to them after the meeting. The railroads represented at the conference were the New York Central, Lehigh, Penasyivania, Buffalo, Rochester & Pittsburg, Erie, and Dansville & Mount Morris.

"Has anything developed in the belt line proposition?" Mr. McClintock was asked yesterday afternoon.

yesterday afternoon.
"I have been very hosy getting out reports lately," Mr. McClintock replied, "and haven't been giving the matter much thought. We have done our part in putting the plan before the rullroad people. They have been sent copies of the outline of the recovery and write, liberarchie it." of the proposal and prints lifustrating it."
"Is there likely to be another confer-

"I think there will be after a time.
Mr. Ives has that matter in band."
"Do you think the railroads will con-

dder the matter favorably?"
"I can't say as to that; they have had the scheme presented to them."
John M. Ives, secretary of the Chamber

Commerce, said:
"We have sent the companies a verbatim report of the conference and blue prints, but they have not notified us of having come to any decision yet. Those things move slowly." "Will you have another conference?"

was asked.
"There will probably be another when
the companies have had time to consider

L. P. Ross, who presided at the meeting on November 18th, when asked what progress had been made towards obtaining

the helt line, said:

"We have sent to the companies the blue prints and copies of Mr. McClintock's paper, and they have the matter under consideration. We are just beginning to receive acknowledgments from the rall-road companies that they have received this matter. Two companies have written that they have received the address and prints. The plan suggested was a

md against

Ir. Ross was asked.

"Oh, yes, we shall certainly have an-,
ther conference. We shall call the conscence, but probably not until the comanies have again been communicated

Mr. McClintock's plan was to run hourly trains over the railroads whose names are given from Rochester through villages in the Genesee valley and buck again to in the Genesee valley and back again to the city. A route suggested by him at the conference was: Lehigh Valley Railroad, from Rochester to Honeoye Falls; New York Central, from Honeoye Falls to Genesee Valley Railroad innerion; Eric, from Genesee Valley junction to Mount Morris; Pennsylvania Railroad to Avon; Eric Railroad to Le Roy; Buffalo, Roch-ester and Pittsburg to Rochoster.

CONDITIONS AT HARBOR OF CHARLOTTE

Shown in Government Report Made by First Lieutenant P. S. Bond.

What Has Been Done in the Way of Repairs to Piers and in Dredging Channel.

Crib Sub-Structure and Timber Super structure in Bail Condition-The Repairs Needed.

1 se. 7, 1904.

In the annual report of the chief of engineers for 1904, made to the secretary of war, First Lieutenant Bond gives a review of the work done at Charlotte harbor. After describing work done on

the piers, he says:
"In May, 1904, an examination of the orib substructures of both piers was made by divers from the shore lines lakeward. The examination showed that 10 cribs, 332 linear feet of the west pier, are in a dangerous condition, due to the crib walls and cross ties being partly or whell; come below water down to the wholly gone below water down to the depth of eight feet, and the stone filling washed out o below water level and now lying outside of the cribs. "The remainder of the crib substruc-

ure, built in 1829-1834, aggregating length of 2,500 feet, was found to be in a weak and unstable condition, clearly in-dicating that it must be radically rebuilt

in the near future.
"Charlotte is the lake port of Rochester, and has a large commerce in coal brought by rail from Pennsylvania mines and shipped down the St. Lawrence river and to Canadian ports on Lake Ontario.

"Its commerce is large and growing.

and the maintenance of its harbor to the and the maintenance of its narror to the full extent of the project is advisable.

"The channel maintained between the piers and to deep water in the lake is 3,800 feet long, and requires redredging annually on account of filling, caused by

deposit during high water in the Genesee river of material in suspension, and also because of sand drifting into the channel from the lake.
"The crib substructure underlying about 2,900 feet of the piers was built in 1829-1834, and is of such poor construc-

tion that the crib-wall timbers are grad-ually being washed out to the depth of about ten feet below water, placing the piers in a dangerous condition.

"The timber superstructure of the piers is also becoming exceedingly rot.

ten. Extensive repairs must be made or the piers will collapse. "Between July and December, 1904. urgent dredging of the entrance channel will be done, and the most dangerous portion of the west pier, 332 linear feet. of \$23,000 from the appropriation carried by emergency river and harber act of

"It is estimated that 2,500 feet of the piers should be torn out to below the wrecked crib work, new crib work put in, and then covered with a concrete superstructure, without unnecessary de-lay. The plers are well settled down. require extensive repairs to the crib substructure, and should, when repaired erelye concrete superstructure instead t being rebulit with wood. This will cost, it is estimated \$55 per linear foot, or \$137,500. This concrete work would be of the same design as the concrete superstructure now built on the west pier, which is of a design suitable for not only the piers at Charlotte, but for the en-

the piers at thariote, but he entrance piers at all of the harbors on Lake Ontario, except Oswego.

"For ordinary maintenance and aredging there will be required \$7,500, making the total amount required for the next fiscal year \$145,000."

The states of imports during 1903 was

The value of imports during 1903 was \$45,698, and the value of exports \$1,775,-205.48. The amount of revenue collected was \$5,019.04.

CHRONICLE, WILD Control one, and it would be necessary to be reflected to be control on the control of the cont

Opinion of Contractor on Barge Canal Figures.

WATER TO REMAIN IN Express SEE-7,190x Very Little Will Be Taken Out of the 62 Mile Canal Level Between This City and Lockport.

Among the contractors who have examined the preliminary estimates of the state advisory board of canal engineers with a view of making bids on con-tract 6 for the excation of more than three miles of barge canal within this county, are Whitmore, Rauber & Vicin-us and Casey & Murray of this city, When asked by a Post Express reporter this morning to give his opinion on the ficultied figures of the State Advisory Board as included in the preliminary estimate for this contract to be awarded December 17th, Valentine F. Whitmore

said: "After having examined the figures my opinion is that the work required in contract 6 cannot be completed for \$1,-ss.312, the sum total fixed by the board. take the work at these figures but they

if money."
When asked how, much short, in his opinion, the figures of the state advisory board were of the sum that actually would be necessary to complete the work, Mr. Whitmore said he did not care to He Intimated, however, that the lifference was large.

Mr. Whitmore said he had not exam-

ned the figures presented by the state poard for the other five barge canal con-inacts that are about to be let and did not care to be quoted as expressing any opinion regarding them. These con-tracts have been let with the express purpose of finding out if the bargeway can be constructed within the \$101,000. non appropriation voted by the people of dude all the varying phases of excavathon and construction that will be en-countered in building the canal. One man who has been quietly investigating the matter with a view of obtaining ammunition with which to revive the pres reporter this morning that if the figures of the state board prove as faulty all along the line as they have in this county, the bargeway will cost very much more than \$101,000,000.

Following is the preliminary estimate of quantities and cost made by the state advisory board of canal engineers for the excavation of the canal from station 2.50, just north of Buffalo road, west of Rochester to station 2.70, mar South Greece, and the protection of its braks; the construction of foundations and abuments of

At the cannot weighlock, it was stated this morning that nearly all the vater would be allowed to remain in the dich through the winter on the 62-mile level through the winter on the 62-mile is vel-between this city and Lockport. (anal-officials say it is much better to teave the water in during the winter if it is res-sible to do so, as it serves as a profec-tion to the banks against frost. The rea-son it is usually drawn off is because repairs are needed that cannot be car-ried on white the water is in. The banks along this level are now said to be in ried on while the water is in. The boundary this level are now said to be in excellent condition. The prospect of the speedy construction of the bargeway, has caused the state officials to mooth the policy of not making extensive pairs to the old Erie in the future. No more will be done than is necessary to keep it in running condition. Water will be left in the easiern wide water section for ice cutting purposes and the projection of the village of Brighton against fire. Under these conditions, skating on the canal this winter will not be confined to small rinks but will be confined to small rinks but will be possible for wills to each direction from

BELT-LINE IDEA DOESN'T APPEAL TO HIM.

ALL THE TOWNS TOO SMALL

Railroad Suggested by County Engl neer Would be Operated at a Loss, Says Head of the Buffalo, Roch. ester & Pittsburg-Competition

- Dec. 9, 1904, President Arthur G. Yates, of the But-Rochester & Pittsburg Railroad Comany was asked yesterday for his opinion s to the feasibility of the belt line proposed by County Eugineer J. Y. McClink, and which has been take up by the Chamber of Commerce. It is evident from Mr. Yates's replies to the questions put to him that he fails to see the need for such line, and does not believe that it could o made a paying venture. In answer to the question as to whether

considered the plan feasible Mr. Yates "If Mr. McClintock can tell me what ssible use Rochester has for such a road shall be interested in having him do so. is all a question of the number of per ous who would use the facilities if they were at their disposal. I don't believe here are, on the average, more than three owns of any considerable size which yould be connected with each other and number of people accommodated would be too small to be worthy of consideration, "A gentlemen from Scottsville called on me z few days ago in the interest of a

me a few days ago in the interest of a proposition to run local trains on a 30-nimite schedule into this city over our road. In answer to my question as to what ground the people has for making such a request he could give no reason, except that it would be a nice thing for the few people in Scottsville and the other small towns near to Rochester to be able to the people the search had been approximately ago. to get a train every half hour. I asked him if he would be willing to guarantee to cents for every \$10 it would cost the road to furnish such a service, and could not get him to say he would. People da not look at these matters from the rail-road's company's viewpoint, but from their

"In Pennsylvania the other day a lady informed me that our company could make big money by building a trolley road beween two towns in that locality asked her if she knew the population of the places in question. She did not. She I not stopped to consider that, but thought the town where she lived had sev-eral hundred people. I informed her that one of the places had 2,000 people and the other about 5,000. Then I asked her how many passengers a trolley road would be likely to get between these places a day. She thought several hundred, but I ventured the assertion that there would not be more than fifty, and her husband, a banker and a thorough business man, agreed with me. That is the trouble. Many people think they would like this

thing or that thing, but do not stop to weigh the matter as to its practicability. "Another feature of this matter is that o many of the nearby towns are connected with one another and with Roch-ester by trolley lines. The proposition calls for too large an expenditure of money or the accommodation of a few people

"It is a fact not generally known, per-haps, that the passenger traffic of railroads is not a paying enterprise of itself, except in very thickly populated sections. We realize, however, that the public must be accommodated, within reasonable diminations, even if it involves a loss to us. We are ready to do our part when it has

THE POST E

WATCHED DIAZ TAKE THE OATH

Rochester Men at Inaugural Ceremony in Mexico.

JUDGE WERNER IS SPOKESMAN

At the Reception Following Brilliant Event He Offers Congratulations for His Party of Travelers.

From special scats in the chamber of complex in the City of Mexico, a party of fluchester travelers shared with the appoints of all natibus and the officials and aristroctacy of the Mexican republic brilliant spectacle that was engote Thursday, December 1st, when Gen one the inaugural eath as president and the president of the republic Letters and papers have been received from the

IS STILL UNDISMAYED Post Express Dic. 9/64. County Engineer Optimistic as Ever About Belt Line Project.

Makes Auswer to Criticisms of President Arthur G. Yates of B., R. & P .-Territory More Promising Than That Reached by the R. and E.

The odd douse given the steam bolt line revolect by President Arthur G. Yates of the Buffalo. Rochester and Pittsburg railroad, who is represented in a morning paper as failing to see the used of such a line and as believing it would not be a paying venture, bas not even jurged County Engineer J. Y. Me-Chintock's optimistic views on the sph-

"The last three three of M). Yates' remarks in which he is quoted as saying that the B. R. and P. stands ready to do its part when it has been decided that a hold line is needed; in other words that it will do what the other roads do, is worth more, to my way of thinking, than all that goes before," said Mr. McClintock to a Post Express reporter this

In regard to the question as to the number of persons who would use the belt time facilities it they were at their disposal, calsed by Mr. Yates, Mr. Me-

Chirteek continued:

'I think I missered this fully in my paper read at the recent "conference when I valed attention to that most prosperous suburban line, the Rocheste which we propose a framiway service. From Robester to Geneva is 51 miles, in that district are seven villages, in-cluding the little city of Geneva, with a conduction of less than 20,000, while the osee valley which we propose to reach with the belt line service is more promising for business than this and there would not be the competition with the New York Central that the Rochester and Eastern has to deal with. There are fifteen villages with a population of 20,000 that the belt line would reach and he population of the rich farming towns s about 46,000.

"Although this is a prosperous region now, its undeveloped resources are won-perful. The sait mining, gypsum, plaster and Portland cement industies are in their infancy with promise of unlimited growth. Then there is the limestone from its quarries that will be used by rellions of tons. The mineral springs at Avon, the gorge of the Genesse at M. Morris, the beautiful takes and the fish hatchedes at Caledonia should create some pleasure travel. Some of the most beautiful sites for summer homes are un-the river and they would be put to use If there were convenient cullway conneetion with the city,

The building of the Genesec river storage dam at Mt. Morris, will make that beautiful village, a manufacturing

George W. Dowe, superintendent of the Rochester division of the Eric rait-road, who was one of the officials at the belt line conference, was asked this morning by a Post Express reporter if that company had made any progress to-ward a decision in the belt line matter. He stated that proposed plans had been preceived from Mr. McClintock and were scheing carefully investigated by the offi-So many varying interests enter into

Rochester Chamber of Commerce

MEETING of the Corporation and the Rochester A Academy of Science will be held in

Assembly Hall,

Monday, Dec. 12, 1904, at 8 P. M.

On which occasion DR. JOHN M. CLARKE, Geologist of the State of New York, and Director of the New York State Museum, and of the State Geological Survey, will deliver a lecture illustrated by stereopticon views, on

The Commercial Invasion of Niagara Falls

Dr. Clarke is a noted author as well as lecturer, and is probably the foremost geologist in the United States. The University of Marburg (Germany) has conferred upon him the degree of Ph. D., and his own Alma Mater-Amherstthe degree of LL. D.

It is through the kindness of the Rochester Academy of Science that we shall have the privilege of listening to Dr. Clarke at this time.

The subject under discussion is one of intense interest to the Commercial interests as well as the Scientific of this country, having been chosen primarily for presentation to the business men of Cleveland.

You and your family are respectfully invited to be present and to be in your seats promptly at the appointed hour, before the hall is darkened.

No card of admission will be necessary,

JOHN M. IVES.

Rochester, N. Y., Dec. 9, 1904

the study of such a question," he con-tinued, that it is impossible to say when a decision will be reached. I will say as I said once before that this company stands ready to do onything to avance the best interests of the nearle of Roch-ester regardless of what others may do."

DISGUISED BLESSING

Belt Line Would Aid, Not Harm, the

Country Merchants. Posti FAMAS SEC/2,0x Secretary lys and County Engineer McClintock Reply to Recent Plaints from the Cross-Roads Stores of the Valley-Mt. Morris Wall.

Ever since the helt line conference at the Chamber of Commerce, the newspapers of the valley towns have been filled with plaints of cross-road merchants who fear that the project will divert all their mate to Rochester. Here is a sumple talk reported in the Mt. Morris

of the community. Look at our store! People dock in there every night and off on berrieb and bayes belond the stove where it is warm and all the time we we philanthropists or are we just plain bughouse? Do we get any thanks for our lossifulity? Not a thank ye mon? These loungers spit on the floor and

Corners! Darn Rochester! When this inniver was brought to the attention of Secretary John two of the Chamber of Commerce by a loss grap on reporter this morning, he said:

that they are very narrow and you wrong, I mee a man from Lockport the other and who may me clowing populate of how the business of the merchants of that effy of vicinity had expanded since the Buf road is attracting more scopic to the tor-ritory. They come in buy up the land and help pay the taxes. Take hundreds of his ver propie who most strenuously op-Said County Rushner J. Y. McCliatock

Said County Regimeer J. Y. McClintock, the origination of the best line project:
"The he's She project might hur; the cin-to-scal merchants of the valley, but it sould note being additional prospectly in the apeto-date country merchant who discretes his austross as it should be discreted. There is a care in point on the interest. There is a care in point on the interest of the carriest trolley roads out of here, within a radius of ten miles of the city. The merchant in question has a lifty thousand stock in his store to-day and down a business in high as seven hundred dollars some days, giving the neighborhood as wood borrains as any deple and they can best get it at their home stores. Then all well managed country stores do a mixture sewell as selling business as the enturally reads to secure the





For First Vice-President.

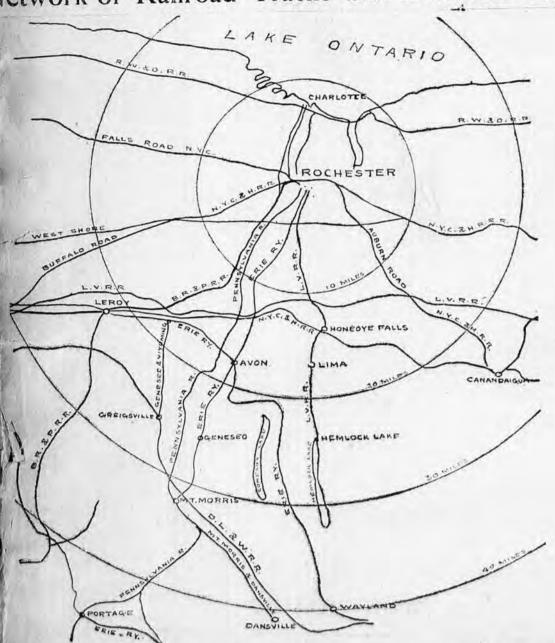


For Second Vice-President.

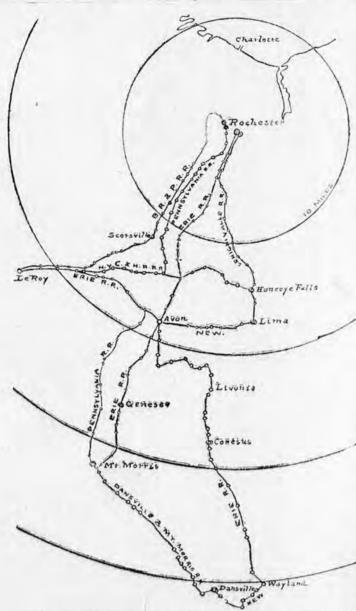


The Post Express.

Jetwork of Railroad Tracks and Belt Line Possibilities of the Genesee Valley



The Genese, valley is gridiented with railcoad tracks and while Rochester is the natural metropolis and trading center of the district the journey to this city is so difficult and tedious that many prefer to go to laffalo and leading pitteens of Dansville, forty miles away, go to New York more often than they come to Rochester



Some of the possibilities of a belt one has bearing passenger starting the heater and the towns of the Genesee valley as proposed by Concer J. Y. McClintock. Officials of the six railroad companies but now considering the proposal, which toutatively, is for the organization paying operating company owning its awn rolling stock. The pipe proved throughout the Genesee valley.

SO SAYS JOHN M. CLARKE, STATE GEOLOGIST.

MERICAN FALLS MENACED

Diversion of One-Fourth of Water of River Would Destroy American Falls, It is Said-One-Third of It Will Probably be Taken Soon

n danger of being destroyed by the diversion of waters for commercial purposes was graphically maintained, and, apparently, upon sufficient grounds, by Dr. John M. Clarke, state geologist and director of the New York State Museum, in an address before the Rochester Academy of Science and the Chamber of Commerce, in night. The destruction of the American

The lecture was illustrated with the stereopticon. A number of beautiful views of the Canadian and American falls were structure of the Niagara district and prolable conditions in former ages, by which natural tendencies at this time were illustrated. rateo. The views showing how great the waters of the river were being diverte by the power companies, what material changes this was bringing about in the beauty, were an effective corroboration of the figures given and statements made by the lecturer, and one of the most effective features of the lecture.

Dr. Clarke's subject was "The Comm

Destruction by Natural Forces.

Nature's works, is in danger of destr the falls, by their own action in under-mining the cliff from which they fall, are committing saicide, and this warning has and a process going on so slowly as to be hardly apparent from one generation

"To the geologist, Niagara Falls is a careful analysis, that the falls, if left to the upper or south end of Goat Island in 500 or 600 years. This will drain all the water away from the American side, for the river is ten feet shallower there than on the Canadian side, and this will be the death of the American Falls.

he falls back to Grand Island in about 3,500 years. Meanwhile the whole basin of the Southern Great Lakes is tipping westward, and the water level at Chiengo rising about one inch in two

American Falls Now Menaced.

"The destruction of the falls, however, is not likely to be left to natural causes, for the present magnificent developments of hydraulic engineering and those that are now contemplated will, when working charters, leave the American Falls dry as a bone. This is an immediate menace to the falls and calls for the most serious sideration and prompt action, unless

"People who still believe the world was ers have been known to speak slig ingly of any danger to the falls from the operations of the power companies. But we have to face the following facts, part which are drawn from the charters of the power companies and the reports of Let us bear in mind that the sill of the

colume of water falling over the falls has been estimated as approximately 224,000 emble feet per second, equivalent to a po pential horse-power of 3,800,000. Let it be noticed that in the estimates used be the engineers of the power companies the to be between five and six million, an ercloned without injury to the scenic fer that but one-fourth of the entire volume hen one-fourth of the water of the river and its equivalent horse-power is abstracted the American falls will cease to

Many Companies and Great Waste

That us now consider the situation, New ork has chartered nine companies for manufacture and sale of power. None of vilege, and but two of these are at the sent time producing and selling power

discharge down the cliff below the steel arch bridge. Most of these companies are permitted to take unlimited water from the river above the cataract and to discharge it into the river below, but fortunally they are in large part dead. One, however, is showing signs of life and our attention may be directed to it again presently.

panies consumed 16,300 cubic feet of water per second, taking it from above the falls and replacing it below. These companies are low both enlarging their capacity

Canadian side. The province of Ontario has found it expedient to meet the expenses of from it expedient to meet the expenses of the maintenance of Queen Victoria Park by granting franchises to three companies that will pay a very handsome return for their pricileges. These three companies will consume, when running to their full canacity, 48,400 cubic feet of water per second. Visitors to the falls during the past year will have observed the pursueable discrete. have observed the unspeakable disorder the Canadian side in the construction of the works of those three great companies. They have run their wing dams and permanent constructions far out into the river and left neighbors are out of existence now, but we stream on the Canadian side are to be improved by these operations.

To Divert One-Third Total Water.

"Re that as it may, Canadian engineers

have already proceeded to locate other possi-ble power plants which, by their figures, are to consume, in addition to the foregoing, 20,306 cubic feet of water per second. The total consumption of water from the river by power companies in operation and those about to operate is 64,700 cubic feet per second. This is itself more than one-fourth of all the water that falls over the great cataract. As soon as these companies now established are working to their full capac-ity they will have passed the dead line of the American Falls. Add to this sum that which it is proposed to withdraw by addi-tional Canadian developments and we shall second and the water taken will be mor than one-third of the total water in the river. iver the cataract will seem to him to laugh t these figures, but it must be borne in the falls is a comparatively small fleure and

ean hardly produce any apparent effect upon the volume of the water. The present and contemplated conditions are very different, 'In 1864 the Legislature of New York gave here into a creek which runs into Lake

People Alone Can Save Falls. The charter of this company require

that it should begin work in good faith within ten years. In 1994 it came to the Legislature of New York asking an extension of its charter and increase of its privi passed by the Legislature and a tremen pressure was brought to bear upon the Governor to sign it. He refused, and the bill was vetoed. It was vetoed six days before

capital stock and it is reported in the publi ress that it will carry on operations under ot needed to put an end to Niagara Falls, The last Legislature of New York passed ident of the United States to enter late treaty relations with Great Britain to preent fire further abstraction of water from the Falls. I fear the resolution has come too late unless public sentiment makes vigor-ons protest against the further demolition of this great natural wender. Only the gen

Roll Herard Sic 13, 5x

fix railroad freight raiss has raised a neve, as though it were some new principle which called for discussion. The fact is that it was the intention of the framers of the original act to give the commission this power, but it did not make it so plain that the United States Supreme Court could so construe it, probably for the reason which we pointed out in an editorial in this newspaper on Sunday last, while showing how trust and corporation agents in Legislatures interfered with mactinents to the end that they might be nullified.

The Chicago Tribune last Saturday had a letter from its Washington representative containing an interview with Senator Cullom, sponsor for the Interstate Commerce act, in which he expresses the opinion that no new legislation is needed, but that the Elkins amendment covers the ground by affording punishment for unjust discriming

the fact that the railroads are so well intrenched in the Capitol at Washington that he was compelled not long ago to report adversely on one of his own bills introduced to strengthen the hands of the commission. He says:

"I introduced a bill in the winter of 1899 which was much more drastic in its provisions than anything so far recon mended by the President. I supported that bill in the Interstate Commerce Committee, but was out voted there and was forced to report my own bill with an | adverse recommendation. At the same time I announced to the Senate in presenting the adverse report that I was not in harmony with my own committee and that I believed the bill should be passed as I had introduced it.

"I have seen no reason to change my mind since then, and if you will refer to that bill you will discover that if passed at that time it would have given to the Interstate Commerce Commission not only the right to fix rates until raviewed by the courts, but absolute power to defreight, which would be the same on all valiroads and which thereby would put an end to one of the most common methods of raising rates and making discrimmations, which is to after classification of freight in pursuance of an agreement between the common carrier and certain shippers whom the railroad desires t benefit."

Senator Cullom explained to the corre spondent further the history of the right against the amendment, and against the commission itself by the railroads, without involving any of his associates by name, on which feature the correspondent says: "Senator Cullom did not explain how it was his amendment, which is in line with the suggestion of the President in his message, received such little consideration in the Senate. I have taken the trouble, however, to look up the facts which he declined through Senatorial courtesy to give me, and they constitute an interesting chapter,

"The Cullom amendment, like the origina; Cullom bill, was referred to the Committee on Interstate Commerce, The Illinois Senator was chairman of that committee, as he was when the original bill bearing his name was passed. This amendment he submitted to the committee again and again. They had a series of lively fights over it. Senator Cullom insisted he would not consent to have his amendment pigeonholed. He demanded that it be reported one way or the other by the committee. Among the Re-Chandler of New Hampshire, who subsequently was driven out of the Senate by the railroad influence.

"The leading, spirit in the committee against the Cullom amendment, which, as I have shown, was exactly on the Roosevelt, was Senator Wolcott of Colorado, now out of the Senate. Standing shoulder to shoulder with him were Mr. Aldrich of Rhode Island, Republican leader of the Senate; Mr. Elkins of West Virginia, who is now chairman of the Kean of New Jersey, with Senator Gear of Iowa, who has since died. The two forlorn Republicans had some belo from Tillman of South Carolina and Allen of Nebraska, but they were in a minority and after a heated scene with Senator Cullom the committee agreed to report the bill adversely.

"As chalrman of the committee Mr Cullom presented this report April 26 1900, and the amendment went on the enlendar in that shape. Senator Cullom at that time, however, made a brief statement to the Senate, in which he said the adverse report had been agreed to by a bare majority of the committee, and he desired to put himself on record as favoring the bill, although as chairpresent an adverse report because the majority would not report it at all. That marked the end of attempts to reorganize the Interstate Commerce Commission and gave it the authority which Congress intended to give it in the first place."

The committee as at present constituted includes Elkins, Aldrich and Kean, each of whom voted against Cullom's amendment in 1900, and Eikins is chairman, Whether these men will have power to defeat the will of a majority of the business men of the United States remains to be seen. The character of the men behind these demands is such that it seems reasonable to expect that a denial of them will result in a political upheaval in the Congressional elections in 1906 that will open their eyes,

New Forms of Uniform Bill of Lading Will Not Go Into Effect Until

Secretary John M. Ives of the P

EMBER 15, 1904.

CHAMBER MAY JOIN Pook-Colinus Things the National Board of Trade

Former Postmaster of Cleveland, Pays Ruchester a Visit-Discusses Interstate Commerce Law.

Alfred Travers Anderson, postmaste f the city of Cleveland, during the second half of the administration of President Harrison and the first half of the term of his democratic success, at Board of Trade to a Post Express re-norter who met him this morning in the rooms of the Chamber of Commerce, it was organized about 35 years ago and the official connection with the Fedsiness of which should be to lend

The National Board of Trade is deer unconstitutional for it to do s way to make them most oppressiv

bor, he finglit, was sure to become an accomplished fact, speedily, if Congressman Burton was concerned in its promation. Mr. Anderson did not have like words of commendation for Tom joke in polities" and "a political circus

VANBERGH COMPANY LOCATED. Temporary Quarter Offered in Contury Comera Company's Building.

business which was interrupted by the would be obliged to remove from the cit here in order to retain this important on

utheturing plant for the city.
Frederick Vunthersh and this afternooling, through Secretary Ives of the Chan offered to the Vantorgh company the of a portion of the Century Camera pany's building, in Caledonia avenue.

SHORT BARGE CANAL, ROUTE

Pash Engineer Consider New Northern Course.

RIVER CROSSING BY AQUEDUCT

Near Emerson and Evergreen Streets-Course from State School to Glen Haven Railroad --- Advantages.

William H. Robinson, 1,490 Lake ave iue, has evolved a plan for a barge canal route through this city which he believes solves some at least of the problems that have been encountered by the engineers. At least it would avoid the marring of the Genesee Valley park, Mr. Robinson questions the practicability of making a cross section of the Genesee river at high water a part of the pro-posed canal, and suggests that the engineers who laid out the route of the old Eric canal were of the same opinion and instead of crossing the river in a direct, course from Caledonia avenue, formerly, High street, to a point in South avenue directly opposite, they decided to make a

directly opposite, they decided to make a curve at Caledonia avenue and cross the river by aqueduct, which necessitated a sharp turn to the right immediately after effecting the crossing. All this to avoid just what it is proposed to do in the south crossing by the barge canal.

Mr. Robinson long ago made a thorough study of the topography of the city and he has from time to time advanced suggestions of an engineering nature for the advancement of the city's interests. In conversation with a Post Express reporter this morning. Mr. Robinson said:

Objections to South Crossing.

"On June 15th last 1 informed State Engineer Edward A. Bond that a map of a northern route for the barge canal had been prepared, which, in my opinion, would save from one to three million dollars in comparison with the southern or northern routes surveyed. No action has yet been taken by the authorities on the subject, although on the 16th of this month a contract is to be awarded for barge canal from South Greece to Lincoln Park, having an estimate of \$1.500,-000. This is done in face of the fact that no definite route and means of crossing the Genesee with safety to navigation and the city has been made known to the public. The further construction from Lincoln Park to the Genesce river in the vicinity of Genesce Valley park will in-volve certainly an expense of another

million of dellars.

"Over two and one-half million dellars and the construction of many railroad bridges en route with dangers incident, and enveloping the entire western portion of the city with its millions of property and thousands of lives." For whater To reach the Genesse river and cross of the stated erosacit in a manner which, it is stated, was condemned by the engineers who constructed the Eric canal.

The Problem Presented.

"Under these circumstances I deem it "Under these chemistances I deed in my duty to call attention to my plan for a northern crossing which will avoid six miles of canal construction and effect a crossing of the river at a point only west, fully 2,000 feet further eastward than the conjunction near Genesee Val-ley park, and along such route as would easily connect with Irondequoit bay which could be made one of the best har-bors on the lake. If there is any merit in this plan immediate action should be taken to arrest the letting of the contract next Friday until a further consid-

"The problem presented," said Mr. Robinson, "is this: To connect the canal Robinson, "is this: To connect the causal west with the portion east of the city by the most direct route, crossing the river at a marrow place; utilize the present canal to a point as mear the river as pos-sible; secure a line of land across the city at an elevation which will permit a canal to be constructed having its bottom sufficiently below the surface to al-low road crossings with fixed bridges; the canal to pass over the east side

Mr. Robinson's Plan.

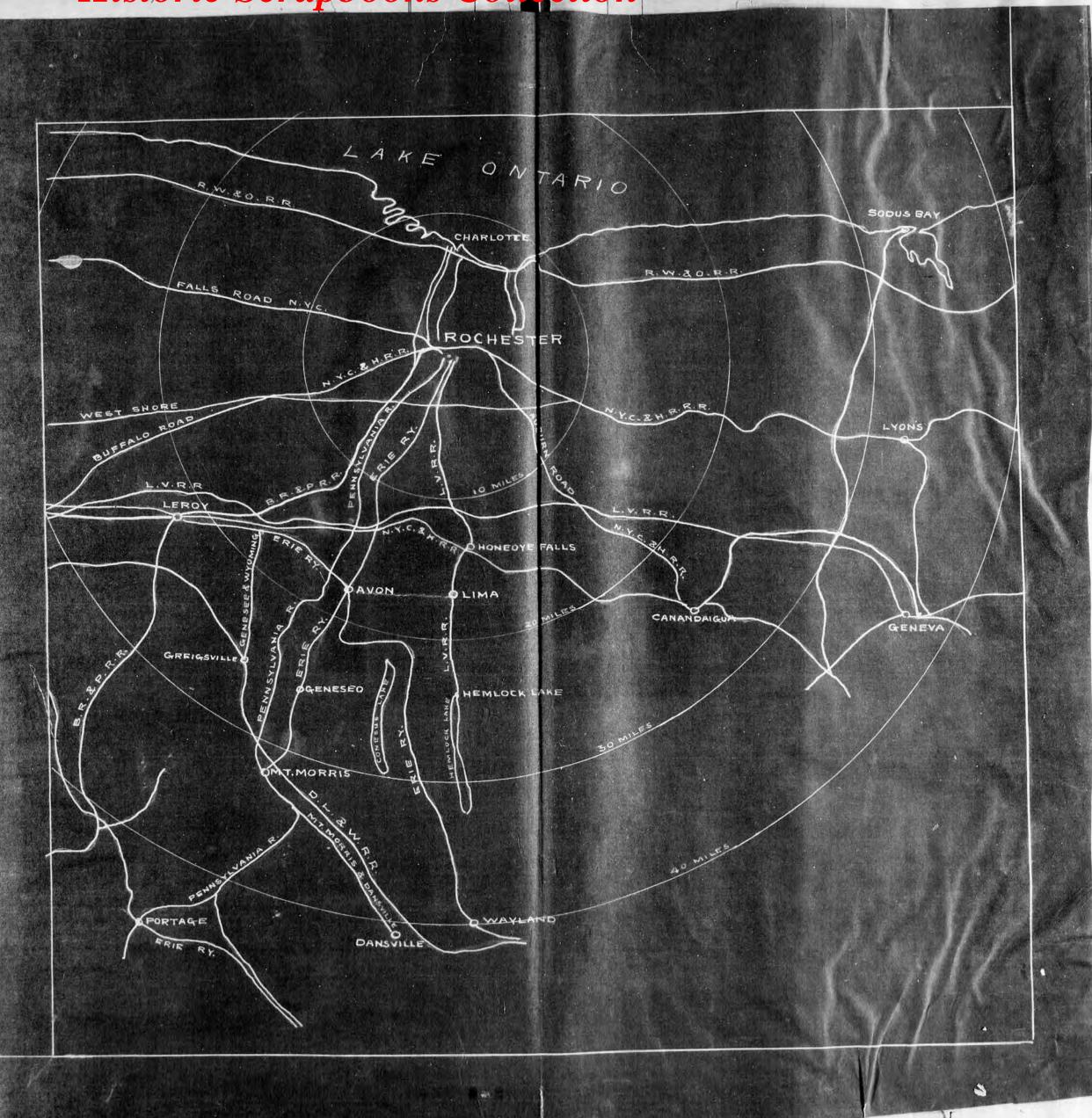
int in the Eric canal at the north lin point in the Eric said.

of the lands of the State industrial school; extending thence eastward across the river to a point within 2,000 feet of the eastern boundary of the city; thence south and east by curve to about 300 feet east of the Culver road; thence southerly nearly parallel with Culver road to the Glen Haven railroad, to intersect look at that point in the line of survey already made by the state for the north-ern route. This route would be within a mile of Irondequoit bay and the Federal government might be induced to extend a branch canal to that bay, for

shipping purposes.
"This line would extend eastward from the State Didustrial school under Backus, Fulton and Lake avenues to the west bank of the river just north of the Flour City brewery, striking the east bank of the river at Evergreen street, passing under Conkey avenue, the Rome,

The Genese enter of the dis-litizens of Dansy,

Central Library of Rochester and Monroe County Historic Scrapbooks Collection



Watertown and Oguensburg railroad to Clinton avenue; thence through a runner for about a mile to Hollister steed; thence in an open cut under Portland avenue. Una street and Goodman street to Morton street; thence by curve to in Glen Haven railroad.

Advantage to State.

The state would have a stable cand; every bridge would have a stable cand; every bridge would be fixed and there would be no expense for maintenance and no delay to navigation; every endicyard excavated edula be conveyed directly to where it is needed and where it would be of value; it would enhance greatly the value of the State Industrial sensol property which if cound is otherwise located would be soid at a sacrifice; the distance is less than that of any other route proposed.

Advantage to City.

Advantage to City.

The city would linve a stable cannow with fixed bridger; a causal providing thre places, at different elecations, for dockage and all within a reasonable radius of the business portion of the city, into on the west side of the river and fully three-quarters of a mile of dockage on the cast side of the river, near water level from Goodman street castward; such canal would not injure any portion of the city and would be a great benefit especially to all that portion east of Portland avenue; the industry of horse and boat building could be revived; dry docks could be constructed on state school property, having their water gates opening into the lower level; any portion of the proposed canal cast of Goodman street is available for the same purpose, having water gates opening into the lower level; any portion of the proposed canal cast of Goodman street is available for the same purpose, having water gates opening inpurpose, having water gates opening in-to the cast side trunk sewer. This sec-tion finished, and all building facing it, urder the supervision of the city, would have a fine a canal section as exists in the world."

City Engineer to Report.

Mr. Robinson's plans and drawings have been submitted to Mayor Cutier and by him have been referred to City Engineer Fisher who will make a report to the mayor concerning them. It is understood that the city engineer will report that the plans are feasible, but Mr. Fisher will probably suggest that such a route as is proposed by Mr. Robinson would be more practicable if so tunnel were proposed and if all constituction were in open cat. Mr. Robinson says this change could easily be substituted.

M., Robinson suggests that as another bridge across the river is needed between Driving Park avenue and Vincent street, a st beture could be creeted in the twenty-foot space between the top of the proposed squeduct and the top of the river banks. He also surgests that instead of the tunnel proposed for a section of the new canal an open cut can be made so that brildings for business rurposes could be creeted along the banks of the cut. He has made detailed drawing of his plans.

The equeduct would be 450 feet in length and 80 feet above the river.

Mr. Hobinson calls attention to the fact that his plan would taske it convenient to bandle partial boat loads and that in cases of small consignments it would sorreely pay to hauf boats into the center of the city by other plans, that have been proposed. a structure could be erected in the

VAN BERGH CO. MAY MOVE OUT

Kerald Sec Wigoy Officers Have Been Unable To Get Floor Space in Any Bu lding for Their Business.

The officers of the Van Bergh Silver Plate Company, one of the tenants of the Roby building which was burned on Sunday morning, have not been able so far to rent space in any building for their business and they may have to

leave the city.

The Messrs' Van Bergh said yesterday afternoon that they were disinclined to leave the city as they had always been in business here. They would not leave unless compelled to. They have received letters from the larger towns in this part of the state and from Buffalo inviting them to move to those places, A silverware company at Meriden, Conn., has a plant at Lyons in this state and this plant has been offered to them. They have not decided yet what they will do, but it they do not get facilities in this city within a few days they will probably take up the matter of moving to one of the towns that have written to them. The members of the company and their

imployes spend about \$100,000 a year in On Sunday the company's officers

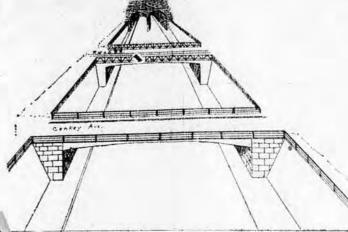
On Sunday the company's officers thought they would have no trouble in getting floor space in some building and advertised for it, but nothing suitable to their needs has been offered. They require well lighted rooms for the manufacturing part of the business.

The company's needs have been placed before Secretary ives of the Chamber of Commerce and he is busy interviewing

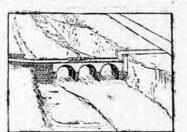
Commerce and he is busy interviewing members of the chamber who have factories to ascertain if floor space can be had for the Van Bergh Company in some manufacturing building. The Van Bergh company is interested

with others in a plan for a new manufacturing building but this project has not reached a stage where it can be of any assistance to the company in its present necessities. New machinery has space it can resume business shortly. has many orders to be filled immediately,





The trouble of taking in property mor OPEN CUT AND TUNNEL, WITH FIXED STREET BRIDGES.



Proposec Barge Canal Aqueduct

Herald DECEMBER 15. 1904.

SEEM OPPOSED TO ANNEXATION

Brighton Decided Question by a Test Vote of 35 to 21.

WOULD STAY OUT

City Officials Are Not Anxious To Annex Entire Village But Want Small Slice.

SEWER DIFFICULTY MAKES IT UNPROFITABLE TO TAKE ALL

The taxpayers of the village of Brighton were greatly stirred up yesterday by the fact there was a special election in the afternoon from 2 to 6 o'clock to decide whether the village should authorize the expenditure of \$1,200 for the improvement of the fire department. There e 58 votes cast. Of these 35 favo the expenditure, 21 opposed it, and two votes were declared defective. It has been claimed since the agita-

flon for the annexation of the village be-gan that this election would present a fair test of village sentiment, for or against annexation to the city. If the expenditure was authorized it expenditure was authorized it was argued it would be taken as an indication that the villagers were content to get along in their primitive village condition in the future, while if the appropriation was rejected it would have been interpreted to indicate the resident. preted to indicate the residents preferred to let the city of Rochester pay for future improvements in the fire service of

Recently a strong circular wae issued by M. Caley, village clerk, on behalf of the village board in opposition to an-nexation. The comparatively small vote cast yesterday for the \$1,200 appropria-tion indicates there was by no means an tion indicates there was by no means an overwhelming schilment in the village against annexation, as had been claimed. In here was a very lively contest of annexation were aggressive.

A Plea for Annexation,

A counter circular favoring annexation was lesued by J. F. Le Clarke of Brighton day before yesterday that was gen-erally circulated at the polls yesterday, He made an urgent plea, showing the advantages to be gained by annexation. Among others, he cites fire protection, police protection, sewerage, city water, mail carrier delivery, building regula-tions, proper supervision of street im-provements. In conclusion Mr. Le Clarke gave this hot shot at the village

"In becoming annexed to Rochester we grow up with her, our property in-creases in value, we fall in line with the

march of progress.

"I prophesy that the 'old fogy' notion entertained by the 'fossil' and 'personally interested' elements of our village, of trying to run a 'one horse' municipal government on territory adjoining a large, progressive and growing city will prove a disastrous failure. In fact it has already, for the reason that just as soon as the property in the edge of the soon as the property in the edge of the village, adjoining the city, is built upon and settled, so it begins to pay increased exes into the village treasury, the own ers thereof clamor to get out of the vil-lage and into the city, thereby depriv-ing the village of its best paying territory, without decreasing the village ex-penses, leaving the remaining taxpayers to shoulder the whole burden.

"It is very evident that it is the des-tiny of Brighton to be taken in piece-meal in this way, if it refuses to come in bodily, until in time it will all be ab-sorbed. If living under the village gov-ernment is we made when the second ernment is so much more advantageous than living in Rochester, as Mr. Caley tries to show, why do all these people want to be annexed to the city?

Are There "Rings" in Brighton.

horse' country village, run by a 'ring,' composed of a few men who have selfish interests to advance, and who have to spend much time and perhaps more funds in retaining their positions and fighting the rapidly growing opposition, or shall we be annexed to Rochester, where the taxpayers shall get value re-

we should all no doubt shod some ter at the parting with them in that capacity I beg to remind them that there will be lew and higher positions opening befor them if Brighton should become a new ward of Rochester, for the voters are yet here. Who knows, perhaps our

City Officials Not Enthusiastic.

As the matter is more thoroughly examined by the city officials, they seem to have reached the conclusion that the Road, is desirable. In fact it is doubtfavor the annexation of any territory

favor the annexation of any territory further to the east than can be covered by a line drawn from the east end of the Leighton Lea tract northward to East Avenue or possibly Blosson Street, parallel with the Culver Bond. If any torritory east of this point is annexed there will be grave difficulties with furnishing outlet sewers for the property to be drained. All the property within the section designated can drain into the east side trunk sewer and, as it comprises valuable residence property that will all be built up compactly in

An Idle Trolley Line.

diley's opinion that an electric line is eded. He replied to Mr. Harris that trolley line about three miles ted. He also said that the Falls he the lack of cars for freight shipments, Mr. Harris showed by Mr. Tilden that the grain and fruit shipments must eventually seek a steam rallroad for delivery, except, possibly, that the trolley company might be able to transfer freight to the lake boats.

Mr. Tilden thought the citizens of Al-bien would not object to freight cars in the streets, if the service could be had.

Gave Up Apple Buying.

Mr. Tilden said that he gave up dealting ears, but admitted that the apple crop had to be taken care of quickly, at , that time, for the reason that the cold torage method had not then been adopt-

The need of the trolley line was voiced Population Along Route.

A topographical map of the section between Albion and Lockport, was shown by A. T. Tomilnson of Rochester, civil engineer, to give an idea of the relative proximity of the Rome and Watertown and the Falls branch. Mr. Tomlinson testified that within a given to let the matter rest and will go shead

to change public sentiment in the village, cral of the hamlets included in the

DECEMBER 15, 1904. f such belt and in some instances as ar from the trolley line proposed as rom the New York Central's lines.

FAULT TO FIND WITH CENTRAL

Post Franks Reason Why Abion-Lockport Trolley Line Is Needed.

the next five years, there is every legit mate reason for its annexation.

Sewer Difficulties in Brighton.

cust as the end of the Leighton Lea.

tract. An engineer in the City Engineer's office stated yesterday afternoon that in his opinion it had been a mis-

cluded in the Leighton Lea tract for the reason it was too hard to give them sat-

FAMINE OF FREIGHT CARS

Albion Business Men Before Railroad Commission Complain of Inability to Get Freight Shipments,

Rochester and Lockport, north of the main line of the New York Central and near the Falls branch, are firmly convinced of the need of the proposed trol-ley line from Rochester to Lockport, by way of Albion, and on to Buffalo, if sentiment was correctly voiced at a hearhe equity term room of the Court house

Albion to Rechester. The same capitalists are interested in both roads.

The Albion-Lockport proposition was

The Albion-Lockport proposition was considered this morning and a half dozen lawyers were present. Charles B. Hill appeared as atterney of record. Hon. A. K. Porter, of Lockport, as counsel, also Albert J. Coc. of Medica, and Hon. Isane S. Signor, of Albion, all in favor of the application. Dudley Phelps, of New York, was present in the interest of the road. Albert H. Harris appeared for the New York Central company in opposition to the application.

Suffers for Freight Cars.

Herman J. Bailey, president of the village of Albiou, and a greeer and commission merchant, was first called to testify in favor of the petitioning com-Mr. Bailey said he thought that a line from Albion to Lockport

Dudley Phelps, of New York, told of paying \$25,000, being 10 per cent. of the capitalization of the Abbon-Lockport company, to three of the directors, at the offices of the Transit Finance company, a rprises. Mr. Harris tried to show that is money was not furnished by sub-ribing stockholders, but Mr. Phelps He later said that the transit agreed to furnish the money for arbseribing stockholders. Other mat-s regarding financial preparations of company were testified to by Mr.

Cash Deposit Was Made.

elps and Mr. Hill. ment was made to know the railroad commission, by depositing the 10 per cent, and to begin construction work

application, inasmuch as the New York Central is the chief opponent and will probably present witnesses at the next

THROUGH POPULOUS SECTION. President Lewis Says That Proposed Line Would Serve Thousa

President George L. Lewis and Fred-erick W. Walker, civil engineer, were questioned at length yesterday after-noo, at the hearing on the application of the Buffalo, Batavia company. Mr. Lewis gave in detail, facts regarding the country through which it is proposed to build the new trolley line, and explained plans of the

He said that the average populati both eities and through Bats

power house in Baravia, with former stations. It is desired t the run between Rochester and in an hour with the fast exp said Mr. Lewis. A half-hour

A private right-of-way, sixty-six feet In width, and fifty-four miles long, is contemplated, and ten miles of city and village streets are to be used. Mr. Lewis said that a freight agree-

ment has been made with the Eric Raitroad company to deliver freight in Rochester, Batavia and Buffalo. Regarding the ordinance in this city concerning freight ears in the streets, Mr. Lewis said that it might be necessary for the company to build a switch outside of the city, in transfer freight to side of the city, to transfer freight to

Work will be commenced between Ba-tayla and Buffalo in the spring if the charter is granted, and it will probably he two years before the line is completed Rochester. Mr. Walker, the engler, who constructed the Rochester and Eastern Rapid railroad to Canandigua, estimated the cost of the line to Buffalo at nearly \$4,500,000 exclusive of

THE ROCHESTER HERALD, THURSDAY,

SHOE MANUFACTURERS WANT TARIFF ON HIDES REMOVE

Will Petition Congressman Perkins To Have the Duty Take Off, as It is Harmful to the Leather Industry.

A large number of shoe manufacturers of Rochester attended a meeting Monday in the office of Wile & Oviatt in Powers building. The meeting was called by the Rochester Boot and Shoe Manuacturers Association for the purpose of facturers Association for the purpose of starting a movement among the manufacturers throughout the country to remove the tariff on hides, which, they say, has an injurious effect on the leather industry. Among those present were: E. P. Reed, Henry J. Utz, William C. Dugan, Frank X. Kelley and Frank Nugent, each of whom made an address. E. P. Reed presided.

After prolonged discussion, resolutions

P. Reed presided.

After prolonged discussion, resolutions were adopted authorizing the secretary of the association to prepare a petition, urging Congressman Perkins to do his best to get the duties on hides removed. As many signatures of Rochester manufacturers as possible will be obtained on the petition and sent to Congresson the petition and sent to Congressnan Perkins.

During the meeting it was pointed out that for 78 years hides were admitte free and at various times were admitted free and at various times were dutiable for different periods, amounting in a to about thirty years. The present taries 5 per cent higher than any previous tariff and is oppressive. It was declare that this tariff is not a source of revenue, as two-thirds of the hides are ad

The tariff, it was claimed, destroyed an important export trade in raising the price on certain domestic hides, as for-eign hides, which are needed on account of the inadequate supply of domestic hides, also rose in price.

It was shown that the tariff allowed

It was shown that the tariff allowed many American tanners to tan imported hides for export and sell leather in Europe at a less price than they could sell to American manufacturers on account of a rebate of the duty when the tanned leather was exported.

The consensus of opinion was that butchers and packers were the principal beneficiaries of the tariff and would try to oppose repeal.

try to oppose repeal.

PLANS FOR NEW ELECTRIC ROAD

Details of Line To Connect Rochester and Buffalo Outlined.

FRANCHISE ASKED

Road To Connect Buffalo and Batavia First Year and Rochester Next Year.

ENTERS AT WEST AVENUE, Hered She HILLY

A strong case was presented before the State Railroad Commission yesterday by the promoters of the Buffalo, Batavia & Rochester Railroad, who asked for a franchise to construct a trolley line between the two cites. The entire day was devoted to listening to the evidence on behalf of the applicants, the sessions starting at 10 o'clock in the morning and

until nearly 6 o'clock. As the result of this hard day's work, all the evidence this hard day's work, all the evidence on behalf of the promoters was put in and at the next session, the opposition, represented by the New York Central, the West Shore and the Tonawanda or "peanut" branch, will be heard.

Chairman George W. Dunn of Binghamton and Joseph M. Dickey of Newbork were present; the third commis-

burgh were present; the third commis-sioner, Frank M. Baker of Oswego, was sioner, Frank M. Baker of Oswego, was absent. Hon. Stafford E., Noeth of Ba-tavia was present as altorney for the promoters, while George L. Lewis of Buffalo, president of the company, and Fred W. Walker of this city, the engineer also looked after the case

Maurice C. Spratt appeared as attorney for the Central and its leased lines in op-position to the application. The morning session, which was held in the rooms of the commissioners at Powers Hotel, was evoted to the evidence of business me farmers, and others along the line of the proposed route, who told the necessity of the electric road and were strongly i fuvor of it. At the afternoon session President George L. Lewis and Engineer Fred W. Walker occupied the time. They were examined and cross-examined at great length concerning their plans, the route to be followed, the lation of the territory, the cost of construction, and other items of interest,

Plans for New Road.

President Lewis stated he had made niles on each side of the route between juffalo and Rochester. Not counting the opulation of either city he said there vas an average population of 700 people er mile during the entire distance of miles. Between Batavia and Buffale ne estimate was 900 people per mile. aid it was proposed to run in the main

resingle tracks for four or five fills only of Buffalo, for four or five fills out of Rochester and for four or five fills out of Rochester and for four miles through Batavia. In addition there will be a large number of actiones. Negotiations are in progress till static electric power from the Niagara Falls Company, but if this could not be done the power house will be built at Batavia. An hourly service will be scheduled between Buffalo and Rochester, with half hour service to accommodate local passengers in the vicinity of Buffalo, Rochester and Batavia. Some of the cars will be fast express cars and some accommodation cars. A speed of forty to fifty miles an bour can be made over the private right of way, he said. e root, but there will

A New Freight Car Question.

Prosident Lewis said a freight agree-ment had been ande with the Eric road to delives freight at Rochester, Batayla and Buffalo and to maintain a package express service direct between Rochester and Buffalo. The route as laid out in Monroe County touches Churchylic.

and Ruffalo. The folders Churchville, Monroe County touches Churchville, North Chill, Gates and entered Rochester over the tracks of the West Avenue car line. He said an agreement had been made with the Rochester Railway Company to use its tracks on West Avenue and down to the Four Corners, making a loop on the return trip. Freight, he said, would be delivered at the Eristreight house on Exchange Street,

After the hearing, when a Herald reporter called his attention to the city of dinances of Rochester that forbid the running of freight cars on any street of the city, except during the prescribed hours. Mr. Lewis said it might be necessary to run a spur to reach the Eristracks outside the city to transfer freight.

When Work Will Start.

When Work Will Start,

Mr. Lewis estimated the total cost of the road from \$4,000,000 to \$4,750,000, ex the road from \$4,000,000 to \$4,750,000, ex-clusive of engineering but including a power house. He estimated the right of way, averaging sixty feet wide, between \$3,000 and \$4,000 per mile. A total right of way to be bought is 54 miles, about 10 miles of public streets or highways being

Central Library of Rochester and Monroe County

It will be necessary to cross of algorian of the head of lock 3, with the construction of the head of lock 4, with the construction of the head of lock 4, with the construction of the head of lock 4, with the construction of the head of lock 4, with the construction of the head of lock 4, with the construction of the head of lock 4, with the construction of the head of lock 4, with the construction of the head of lock 4, w menting on these results, an engineer here in the employ of the state said to a Post Express reporter this morning.

"The results of the bidding yesterday, it seems to me, should set at rest the clamor of the Rochester Chamber of Comemore, County Engineer McClintock and others to the effect that the barge canal will not be completed within the estimates. You can write it on your collar and paste it in your hat that the barge canal will be constructed almost exactly in accord with the original plans for the sums stated in the estimates. Why, before Senator Lewis even gets started on his double waterway plan, the work, as we propose to do it and as the people by their votes have decided it shall be done, will be well under way,"

When John I, Platt, the Poughkeepsie anti-barger, was here Wednesday, he

anti-barger, was here Wednesday, he intimated to Secretary Ives of the Chamber of Commerce that he believes the ostersfile competitive bidding or the

holds that a single corporation is behind it all and are putting up straw men to

do the binding.

The remainder of the six contracts for barger canal work to be let this week, will be awarded to-day and to-morrow.

three and one-half miles of new canal between Lincoln Park and South Greece

with bridge construction will be opened to-morrow. It is understood that Casey

& Murray will also figure in this, under the preliminary estimates of the state

advisory board, the second largest of the contracts to be let at this time. The preliminary estimates on this contract

Secretary Ives of the Chamber of

Commerce, received to-day an invitation to the Chamber to send representatives

to an interstate convention to be held in Celumbia, S. C., December 28th, for the

purpose of promoting a scheme for the

ment in a plan to connect the

development of inland water routes. The promoters of this convention contem-

lakes at their eastern end with all the harbors on the Atlantic coast by the Eras could and convecting those lakes at their Western end with the whole

the Chicago drainage canal and othe

The illustrated address of Dr. John M.

Clarke, state geologist and director of the

New York State Museum, Monday night,

before the Rochester Academy of Science

and the Chamber of Commerce on the

"Commercial Invasion of Ningara Falls"

was a note of warning which should be

heard and heeded by the people of the en-

Dr. Clarke showed that the American

falls at Niagara are in imminent danger

of speedy extinction. But one-fourth of

the entire volume of water of the Niagara

river passes over the American falls.

The state of New York has chartered nine

companies for the manufacture and sale

Only two of these are in operation, and

their franchises permit the use of much

more water than they have yet employed.

Last year their total consumption of wa-

ter was at the rate of 16,300 cubic feet per second. These two companies are now

engaged in cularging the capacity of their

works and the consumption of water on the American side will soon be much greater

than it is now. For their franchises none

of the American companies have ever made any returns to the state. With

shameful indifference to the rights and in-

terests of the people the authorities have

given away privileges worth perhaps mil-

ompanies which have paid the province of Ontario handsomely for their privileges. When running to their full capacity their

works will take 48,400 cubic feet of water

per second from the river above the falls

and discharge it in the gorge below the

The total consumption of water by

power companies at Niagara in operation and about to operate is now 64,700 cubic

feet per second, more than one-fourth of

all the water that should go over the falls. "As soon," said Dr. Clarke, "as these com-

nies now established are working to

ieir full capacity they will have passed

That is bad enough, but it is not the

worst. The Niagara and Lockport Power

Company, whose charter expired this year asked for an extension, which the Legis lature foolishly and recklessly granted

Fortunately, Governor Odell had the pub

tween the time of the veto and the date

when the charter was to expire there were

but six days, and, as we understand i

work was begun at once to save the char

ter. This company has not abandoned the

and it is understood that a way has been found to proceed with its designs. Pos-

sibly, however, it will be forced to appear

at Albany again as suppliant for favors, and both the Legislature and the Gover-

should be on their guard against any

er sacrifice of the people's interest dess something is done specully, if, in-

field. Its capital stock has been increa-

spirit and the nerve to vero it.

he dead line of the American falls."

lions, receiving nothing in return. On the Canadian side there are three

of power to be derived from these falls.

tire state of New York.

dssippi valely system of rivers by

contract 6, the excavation of

barge canal contracts is all a farce,

Mr. Lewis said it was proposed to start work first between Buffalo and Batavia. If the franchise was granted in time, so the construction work could start early in the spring, he hoped to have cars running on the western division before the end of next year. It will probably be two years before cars run into Roch-

Frederick W. Walker, who is the co struction engineer of the new road is also the chief engineer of the Rocheste & Eastern Rapid Railway to Canandat & Eastern Rapid Raliway to Canandal-gua and Geneva. He gave a mass of figures, going into details on the cost of builting the road. He was crossed ex-amined at length on all his estimates.

Batavia People Want Road.

Batavia People Want Road.

The first witness at the opening session was Willis D. Sanford, for seven years, until last March, president of the village of Batavia. He said the proposed trolley road was a public necessity. There are extensive manufacturing plants located at Batavia, emploing many who live a distance from the factories. Many farmers and dealers in agricultural implements have frequent business at the Johnson Harvester Works and the Wiard

He said the local service furnished by the New York Central and the leased lines in the vicinity of the village was lines in the vicinity of the loss of the loss of the loss of that might be made by Batavia merchants If the trolley line was built and enlarged

are run through the village streets.
Supervisor John Thomas of Batavia,
or thirteen years County Treasurer of
denesse County, said the proposed line
yould be a convenience to those who and business at Baunvia, as more fre-pent service would be furnished and certain towns would be reached not now onnected by the railroad. He admitted s men of Batavia lost som business in Rochester and Ruffalo, but did not think a trolley road would hurt ess any more than at present.

A Drive at George H. Daniels.

Milion J. Holfman, president of the village of williamsvine, a submid-buffalo, said the line was greatly need-bed by adjacent towns. Richard P. Hub-bard, a farmer of North Chili, said the road would be well patronized; that the residents in his village wanted to at-tend entertainments in Rochester and to receive the same night. cturn the same night, Principal Eenson H. Roberts of Ches-

Principal Benson H. Roberts of Ches-brough Seminary at North Chili agreed-with Mr. Hubbard as to the necessity for the new road. He complained of the poorness of the local service furnished by the New York Central. "I sometimes think," he remarked, "that if George H. Daniels would attend to railroad busi-ness instead of trying to edit magazines, we would perhaps get better accommowe would perhaps get better accomm dations."

dations."

There will be a final hearing on the application given by the commissioners shortly after New Years, the date of which will be fixed to-day.

Hearing on Another Road To-day.

Hearing on Another Road To-day,
The commission will take up this
morning the hearing on another amplication made by the promoters of the Buffale, Albion & Rochester Road that will
follow the line of the old Ridge Road
and enter the city on the Lyell Avenue
tracks. Albert H. Harris will represent the New York Central in opposition
to this extension. There is some legal
questlon whether it is necessary to procure permission of the State Railroad
Commission to extend this line to Rochester, but the promoters wish to be on
the safe side. The hearing to-day will
be conducted in the Court House.

16. 1901. For Efrey

WHAT BIDDING **DEMONSTRATES**

Canal Engineers Now Certain Their Figures Are Correct.

AN AFRICAN IN THE FENCE

John I. Platt Thinks a Single Corporation Is Behind All the Bids Now Being Opened at Albany.

State canal engineers here are very much elated over the results of the bludhig of contractors on barge canal conracts as shown by the bids opened by State Superintendent of Public Works State Superintendent of Finne State Boyd for Contracts 1 and 2 yesterday. The fact that both of these contracts will be let well within the preliminary cutimates of the state advisory board, is construed by the engineers here to mean that the work will ultimately be completed within the \$101,000,000 appropriation Contract 1 calling for an extinct of pleted within the \$101,000.000 appropriation. Contract 1, calling for an estimated expenditure of \$11,2000 for excavating the upper Hudson river channel.

of will be awarded to Lindon W. Bates, of the work city, on his bid of \$605,008.

Contract 2, calling for an estimated expenditure of \$1,177,000 for the excavation of canal from the Mohawk river to a point about a quarter of mile west.

possible depredations on the great cata-act. The franchise of that company is a anket one covering the entire state. will have the power to condemn and take ossession of lands anywhere, even on the alghways and in the parks, for its poles and structures. It is one of the worst granted by the state, and should never be permitted to go into operation it any way an be found to prevent it.

VAN BERGHS STAY

George Eastman Provides for Burned-Out Company.

FACTORY SPACE AVAILABLE He raed, Ste 17,190 x.

Temporarily in the Building of the Century Camera Company in Caledonia Avenue - Arrangements Were Made Yesterday.

The VanBergh Sliver Plate Company ill not have to leave this city to find a nctory in which to carry on its business until such time as it can provide is building of its own. Two days ago it looked us if the company would be unable to find a place in this city in which to resume business, it having been burned out on Sunday morning by the has in the Roby building, Main Street West and Elizabeth Street.

Last evening Frederick W. VanBergh,

in president of the company, announced that arrangements had been made for his company to move into the fine build-ing of the Century Camera Company, 14

On Friday The Herald told that Sechad taken up the matter of looking for quarters for the VanBergh company, Mr. ives was successful yesterday. Mr. Van-Bergh said that Mr. Ives went to Georga Eastman of the Eastman Kodak Com-pany and explained to him the plight in which the VanBersh company found it-self. Mr. Eastman became interested at onco. He did not want to see Rochester lose so important an industry as the VanBergh company, which through its officers and employes spends in wages about \$100,000 a year in this city. It struck Mr. Eastman as being an

oney in which some of the big cor porations of the city should come to the should be able to provide quarte for themselves. And to prove that his words were not idle ones and that he atood rendy to do himself what he ght some one was in duty bound to do Mr. Eastman said he would arrange to let the VanBerghs into the building of the Century Camera Company, whi of the Century Camera Company, which is affiliated with the Eastman koldak interests. Mr. Eastman said he could provide for the Century company in his State Street plants and buildings.
The generous offer of Mr. Eastman was communicated to the Mesers, Van.

tergh and they accepted it at one many expressions of thanks to Mr. East man for his generous and timely offer. President Van Bergh said last evenin t he and his associates appreciated t that the and also the interest taken in their gone, and also the interest taken in their company by Secretary Ives of the Cham-

The vaniserga company will now be in shape to set up its machinery as soon as it gets here in the Century Camera building. The company will be doing business again in a few weeks.

VAN BERGH COMPANY

George Eastman Comes to Relief of Burned-Out

Firm With Needed Room in Century

Camera Building.

Through the efforts of Secretary Ives of the Chamber of Commerce, George

man his very generously made room for the Van Bergh Sliver Plat wany in the Cantury Camera Company building on Caledonia Avenue.

the Van Bergh Company, which was burned out of its quarters in the Robe

building last satisfy is completed,

"It seemed impossible to obtain the desired floor space until Mr. Eastman
grade room for them in his Century Camera plant. One entire floor in this

Mr. Van Bergh stated this afterneon that men would be put at work to-morrow morning getting the floor in shape, that machinery had been ordered and that his employes would all be at their old places again in a few days.

sunday, has experienced difficulty in securing a building to use

if he given up to the silver plate works until such time as their new

Junes, See, 16,1904

GETS FLOOR SPACE

Rochester Chamber of Commerce.

The Seventeenth Annual Meeting of the Corporation will be held

Monday, December 19, 1904, at 8 P. M.,

when Trustees and Officers for the year 1905 will

The Report of the Secretary for the year will be presented.

Luncheon will be served by Teall, followed by a smoker.

Please show your interest in the Chamber by being present.

JOHN M. IVES,

ROCHESTER, N. Y., Dec. 16, 1904

TO MAKE THE WATER PURE

New Filtration Process Installed at Rigneys Bluff.

PROGRESS IN CONSTRUCTION

Engineers Say There Has Been a Revolution in the Making of Water

pally, special attention has been give enev's Blaff. These filters are

he bottom. The internal arrangers as follows: In the bottom of the fil length, and width of the could which rests a double by the rass pipes. These pipes have marrov its running crosswise the whole length f the pipe. The openings are about hickness of cardboard. On f the pipes is placed a f sand about four feel. epth. This sand is of a special k rought from the southern part of N ersey. The grains are all of even s he dinmeter is about twice that of the is in the pipe. The water entering a top of the filters passes through the decides of the continuous of the state of the continuous tipes to a larger pipe which carries the mains for delivery to consum

A Special System. There is a special system by which to grains of sand, as soon as they show gus of soil or taint, are cleaused with-it removal from the filter. This makes possible to keep the fitters in perfect

rider all the time.

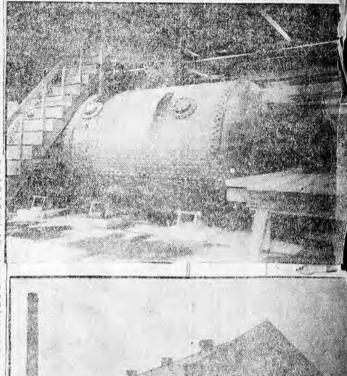
Filters built on the exact pattern of
these installed in the pump house at
Rigneys Biuff, are utilized in a water
dant constructed, as this has been by

The officials of the Rochester & Lake, interio Water company say that there is room in the plant, which is now about ont to supply all consumers within a ches by two hundred and one feet. It is divided into three separate rooms, first, the holler room, then the engine room in the center, and the filtration depart-

A representative of the American Piper company in enversation with a reporter for The Post Express this morning, pointed out the great strides that have been made in water plant construction in the past twenty years. Very much less construction and less fuel is needed o put a plant in operation than was recessary a few years ago. The question is not so much as to the size of the line as to how fast the water can be inade to travel; four feet per second is about the limit for economy in opera-tion. As an illustration of the great ivides made in water plant construc-tion within the last few years, this man half of one of the carller plants of the American Pipe Manufacturing company which was completely abandoned abou your years ago to make room for an im-proved plant to supply the same terri-tury, although the old plant, at the was working very satisfactorily

The twenty-inch main of the Roches-er & Lake Ontario Water company is now laid from the pumping station at Rigneys Bluff, with interruption, to the standpine which is now in process of

NEW STYLE FILTERS IN PUMPING STATION.



PUMPING STATION AT RIGHLYS BLUFF.

The Public Improvement Committee of the Chamber of Commerce is expected to take up the project to run a car line out East avenue. An officer of the chamber said yesterday:

"If it is thought desirable to have the

trolley go as far as Union street in East avenue, it is possible that some members of the chamber committee would not op-pose it. But if any attempt is made to pose it. But if any attempt a content at the action to Alexander street a unantimous and resolute protest will be entered. In going through to Alexander street Asbury Church, the Home for the Friend-Asbury Church and Santiless and the Rochester Theological Semi-nary are reached. All three of these or-ganizations would fight it.

"A few years ago Euclid avenue in

Cleveland was the handsomest residen street in the United States. Now, as a result of the invasion of the trolley, it has been spoilt. The wealthiest people of the town who formerly had their he of the town who formerly and their nomes there have left, going out on the lake bluff, where the late Senator Hanna lived, or further east, where the Rockefeller mansion is. The former magnificent resi-dences in Euclid avenue are falling into the decay that results from disuse. The same fate will overtake East avenue if this trolley project is carried through. The trolley promoters have started in to bite up the street by piecemeal, and if the project is not promptly nipped in the bud, they will soon have gobbled it all."

NOVEMBER 27, 1904.

EAST AVENUE AND THE STREET CARS

REVIEW OF THE SITUATION BY HIRAM W. SIBLEY.

A SHORT SIGHTED POLICY

Mr. Sibley Believes That Street Cars on East Avenue Would be Unfortunate From Every Point of View. Telling Points Well Made

Much has been said in the papers recently by those who are working to pave the way for a street car service on East avenue, but until now little or nothing has been heard from those who consider the movement as ill advised and detrimental to movement as ill advised and detrimental to the best interests of the city. The oppo-sition to the scheme, however, is neither small nor lacking in influence, and it finds admirable expression in the following in-terview with Hiram W. Sibley, which he granted to the Democrat and Chronicle vesterday.

esterday. "In the first place," said Mr. Sibley, "allow me to congratulate the Democrat and Chronicle on its being the first to sound a note of warning to the property sound a note of warning to the property owners on East avenue and citizens resid-ing on and near East avenue, in this mat-ter of laying a double line of street car tracks on East avenue as far as Union or Alexander street, and suggesting that they give the matter serious consideration be-fore committing themselves to the pro-

"For the time being, or, up to the present time, the discussion of the subject in the daily press seems to have had in view only the commercial side of the subject, that is to say, the benefit likely to be dethat is to say, the benefit ment to be derived by the property owners between the Liberty Pole and Union or Alexander streets. It must have occurred to the minds of many who have given thought to the matter that the situation in Rochester is very similar to that which controlled the development of Broadway and trolled the development of Broadway and Fifth avenue in New York. Desperate efforts were made thirty years ago to force the street cars through Fifth avenue, from Twenty-third street on, but they were suctive the street of the tree suctive the street of the tree suctive the street of the tree suctive the street of the st Twenty-third street on, but they were successfully resisted by the property owners, and the result to-day is that the highest rentals are paid for business locations on Fifth avenue, and the space is occupied by businesses of a kind that can afford to pay best rentals.

"The width of East avenue is, unfortustels, such thus, a dauble line of street

nately, such that a double line of street car tracks would require, probably, eighteen feet in width of the forty, and mate ly interfere with the use of the street for carriages. The use of East avenue by the stret car line would not be likely to discourage the use of the street for the heavy traffic which persists in using the avenue mt. which, togeth

ear traffic, would make East avenue almost impassable to carriage use. "The development of East avenue, if it is fair to take Fifth avenue in New York is fair to take Filth arched may result on as an indication of what may result on East avenue, to its best and most profitable uses, depends upon what is known as the carriage trade. The lower part of East avenue is the most suitable site for the Art Gallery, Music Hall, or a new hotel sufficiently convenient to the busithe Art Gallery, Music Hall, or a new hotel, sufficiently convenient to the business center, and yet sufficiently suburban to make it more attractive to the average traveling public and draw to it the class of restaurant trade which has become so much a feature of the first class modern hotels in larger cities. With a double line of street cars running on East avenue, with the parrow width, I can imagine that with its narrow width, I can imagine that no one would select a site on that street for any of the above mentioned purposes or others of a like kind that are liable to

or others of a like kind that are hable to develop in the future.

"It seems to me that this much may be said to throw light on the benefit likely to accrue to the property owners on lower East avenue, if the street car line is allowed to enter. The possibilities in the future ought, perhaps, to be considered by

city's lines, to the Seven Corners, or heart of the shopping district. The natural approach for the suburban line it seems, would be by Monroe avenue and South Clinton street. We are told, however, that the property owners on South Clinton street are violently opposed to the introduction of street car tracks on their street, and it would seem as though their objections might have weight with the property owners on East avenue.

erty owners on East avenue.
"If it is so important to the business interests of Rochester to have the suburban line land its passengers at the Seven Corners, this could be done by bringing the ears through East avenue, by way cars through East avenue, by way of Monroe avenue and Chestnut street, or, what would be better still would be to bring them from Monroe avenue by the most direct line possible, to East Main street and by way of East Main street and by way of East Main street to the Seven Corners. It would hardly seem likely that the property holders on East avenue would expect great returns from the passage of suburban cars the length of their street from Union or Alexander streets to the Seven Corners. The idea certainly does not seem to meet with apcertainly does not seem to meet with ap-proval in the minds of the property own-ers on South Clinton street, which, by the way, is a street several feet wider than East avenue and not a street of such considerable importance as East avenue.

"Since my name has been so frequently used in the press in connection with this scheme, I may be excused for saying that I have always maintained and expressed a view in opposition to street cars on East avenue. When I was asked what attitude the estate of Hiram Sibley would take, as owners of the Triangle building, I steted positively that they would not consent to sign a petition in favor of a railsent to sign a petition in favor of a railway, but said further that if the owners of property on East avenue were substantially a unit in favor of street car line, the tially a unit in layor or street car line, the Sibley estate, as owners of the Triangle building, would make no opposition. I would not refer to this, except for the fact that the statements made in the press. using my name, may give to some a mis-leading idea as to the views I hold in re-

eard to the matter. gard to the matter.

"There is, of course, a wider and broader view to be taken of the whole matter, touching the advantages to the city of Rochester of having one fine thoroughfare, from comparatively the center of business to the hundreds of beautiful and costly residences of the city, uninterrupted for arriage use. Fifth avenue in New York, Beacon and Boylston streets in Boston, Beacon and Boyiston streets in Boston, Delaware avenue in Buffalo and Wabash avenue in Chicago may be cited as in-stances where business expediency has had to submit to the higher purpose of conributing to the beauty and attractive of the city at large. It is to be hoped that this view of the situation will receive, at this time, serious consideration. The

present seems to be a period when all present seems to be a period which are energies are devoted to the material de-velopment of the business side in our city and there is danger that a step is now about to be taken which may be seriously regretted in the near future."

Street Cars on East Avenue.

Mr. Hiram W. Sibley, in an intervie in another newspaper, urges some objections to the proposal to substitute East Avenue for the present route of the Park Avenue line between Main and Alexander Streets, Mr. Sibley's views upon this subject are particularly interesting, since, as the representative of the largest property owning interest in the vicinity of the Seven Corners, his opinion of the advantage or disadvantage of the proposed change to his own property is apt to have much weight with other owners of real estate along East Avenue. It is not, however, entirely as a protector of what he believes to be his own pecuniary interest, that he opposes the introduction of the street cars into East Avenue. Mr. Sibley's objections, it is only fair to say, are evidently founded quite as much in his anxiety that Rochster shall be beautiful and shall be content with Itself ten or fifty years hence, us in any desire to save his real estate

from depreclation, Mr. Sibley's contentions, in brief, are, that the incursion of the traction sysbute Fost Avenue, with its double tracks and its narrowing of the exclusive carriage space of the thoroughfare, would so far destroy the convenience and pleasure of travel by carriage through the street that East Avenue, below Alexander Street would soon become a mere highway of street cars and heavy wagons. The city's one great avenue, extending from the trade center to the suburban limits and suitable for carringes of every description, would thus be closed to carriage travel, which, it is argued, would inflict an breparable in jury upon the artistic beauty of the city and a final loss of value upon the real property fronting upon the street itself. For, argues Mr. Sibley, the situation now to be considered in Rochester is very similar to that in New York City many years ago, when it was proposed to employ Fifth Avenue as a line of street car transportation. Property owners along Fifth Avenue resisted the attempt of the street car company to enter that street,

possibilities are prophesied for the lower section of East Avenue, if the cars are

We think we have reproduced in fair completeness the arguments of Mr. Sibley against the proposed reconstruction of the Park Avenue line. They deserve attentive consideration, and that we shall undertake to give to them, although we think they should not prevail, either with the city, concerned for its own largest improvement, or with the various real estate owners along East Avenue.

In the first place, we think the prediction that the entrance of the street car line into East Avenue would practically exclude carriages from the lower section of the street, will fail to be verified, it the proposed change is made. East Avenue from the city line to Main Street is now, it is true, a carriage thoroughfare, partly from the choice of carriage drivers and owners, but chiefly because the sample who travel in carriages live in reat numbers along and near the street. and are compelled to use it as the shortest route to the commercial center of the city. It would still be the shortest-for most of the carriage trade, the onlyroute to the shops, after the Park Avenue ears had been admitted to the section of the street below Alexander

Street. Mr. Sibley, we presume, does not think that the East Avenue people would altogether forsake the use of carriages and automobiles, at the sight of cars upon their natural driveway. If they continue to use these enviable conveyances, they will have to drive down East Avenue, as before, for there will be nowhere else to drive when they go to trade. The most that can be urged on this particular ground against the change of route is that the convenience and speed of driving along the lower part of East Avenue would be somewhat, per haps greatly, lessened. And this incovenience should be considered compara tively, along with the other inconver tences now suffered because of the pres ent impracticable route of the car lin

If it is plain that the "carriage trade, however much it may be worth, cannot be diverted from East Avenue, then it is also plain that no injury to property along that street because of the loss of that particular trade, can be suffored. Thus the contention that the property from the Seven Corners to Alexander Street should putlently await the time when it will become a mart of art, haberdashery and feminine modes is beside the present question. It may be good business for East Avenue to hold itself aloof from the more commonplace, and so far the more profitable, rent payers; in the expectation that after many days the bread now cast away will come floating back. For own part, we should think not. But whether it be or not, it does not affect the question of cars in the avenue. Those of the elite who have carriages and who live on the West Side, would still be able as before to visit East Avenue; and those on the East Side could go nowhere else without passing

through the street. But, as Mr. Sibley suggests, the whole matter deserves consideration from a somewhat higher viewpoint than that of the commercial advantages to be wen or lost by the immediate appreciation of property on East Avenue. It is for this eason that the allusion to New York City's experience with Fifth Avenue is most unfortunate. New York could afford to have Fifth Avenue set apart as an exclusive carriage thoroughfare, for the reason that it was not needed as a ghway of passenge the commercial and the residence secons of the city. Fifth Avenue is paralleled by several other streets, each of which is equally available as a street car route. Rochester, on the other hand, has no means of exit or approach by street car for the great population low doing business daily near the Seven Corners and residing in the great territory between Monroe Avenue and University Avenue, except the Park Avenue line. It is of pressing importance that the means of transit between the village of Brighton and Main Street be made prompt and adequate. This section of the city is rapidly increasing in population, and would doubtless increase much more rapidly were the obstudies existing in the deficient car service removed. Property everywhere in the region of this line of cars and in

the immediate neighborhood of East

Avenue would then speedily advance in

alteration of the Park Avenue route a moment longer than is necessary to make suitable terms with the street car company.

TRACKS MEAN A GIFT OF \$270,000

NEW PHASE OF EAST AVE. NUE QUESTION SHOWN.

MR. VAN VOORHIS'S OPINION

Rochester Railway Company's Propesition Profitable to It, but Implies Magnificent Generosity by Abutting Owners, He Points Out

Attention is called by Hon. John Van Voorhis to a heretofore neglected phase of the question whether the Rochester Railway Company should be permitted to run a line out East avenue to Alexander street. Mr. Van Voorhis says that by granting right of way for a car line the owners of the abutting property would be making a present of \$270,000 to the Rochester Railway Company. He is strongly opposed to the proposal to lay car tracks in the ave-

nuc. In an interview yesterday he said:
"The street car company desires to lay
double tracks on East avenue from Main street to Alexander street, a distance of about twenty-seven hundred feet. It is well for the abutting owners to know what this means to them.

"The avenue, between curbs, is forty feet wide. The company would take one-half of this, or a strip twenty feet wide. It would need all of that for the wide cars now in use. Suburban roads like the Rochester & Eastern would use that route. In time other suburban cars would also use t. Horses and carriages could just squeeze by these cars, having only ten feet for their use on either side.

"The abutting owners are asked to do nate one-half of this avenue to a corpora tion whose capital is only \$25,000,000. How much is such a donation worth? Each abutting owner needs to know this. "The company if it gets this donation rom abutting owners has the exclusive right to this strip twenty feet wide in the center of the street. The law of the road then ceases to apply to that strip. The consent of the owners concedes to the com-pany the right to use that strip for its tracks superior to the right of other trav elers and to wholly exclude them there-from, because the company would require the constant use of its tracks. Carriages must yield the way to the cars in order to avoid collision. If a collision occurs the owner of the carriage can have no dam-

ages.
"There are but two modes in which the mpany can get the right to lay its tracks

"First, it can by purchase get a deed from each and every one of the abutting owners if they are willing to execute such

"Second, if the abutting owners refuse to execute such deeds, it can under the law of eminent domain obtain the land by condemnation proceedings, in which case it must pay to each abutting owner whatever sum the court finds the property taken to be worth.

"The company will hardly adopt the latter method, because it would cost a large sum of money. The distance on the two sides of the street aggregates five thouand four hundred feet. A low estima of the value of this strip of land would probably be \$50 a foot. This would make the sum the company would have to pay \$270,000. Do the abutting owners desire to make a present to this company of \$270,000? The owners have a perfect right to make such a present to the company if they want to. I don't believe

they do,
"I do not touch the esthetic reasons for
"I do not touch the esthetic reasons for excluding street railways from East avenue. They have been ably and thoroughly

presented by Hiram Sibley.
"I hope the municipal authorities and the residents of East avenue will never road tracks be laid in any sent that rail part of that beautiful avenue. The railroad companies have been scheming for more than forty years to get into that avenue. As long ago as 1862 a predecesso oration was restrained

EAST AVENUE CAR TRACKS unon sec. 3. Chamber of Commerce Committee Opposed to Extension-Resolutions Adopted at Meeting.

The public improvement committee of the Chamber of Commerce held a meeting late yesterday afternoon in r_ponse to a call issued by Chairman Henry C. Brewster and adopted resolutions ex-pressing disapproval of the plan to lay ear tracks in East avenue. The resolutions adopted by the committee fo "An effort is being made to obtain a street car service on the lower part of East avenue. The city at large, as well as the residents of that locality, has a vital interest in the proposed chan-

he development and good of the whole

Resolved. That the public improv nend committee of the Rochester Chain-er of Commerce places itself on record a opposed to a street car service on any part of East avenue, under existing con-ditions, and that we request officials of the Chamber of Commerce to take all proper measures to the end that East avenue shall be kept clear from afree care and street car tracks." Manager Danforth of the Rocheste

Manager Danforth of the Rochester, Rallway Company says that the laying of double tracks in East avenue would not interfere with carriage traffic. He says there would still be enough space it each side of the car tracks for car ringer. It is claimed that with double tracks there would be a space of eleven feet on each side of the street between the tracks and the curb.

PAVEMENT FOR EAST **AVENUE**

Hiram H. Edgerton Says Entire New Pavement is Not Necessary.

President of Common Council Says It is Only Necessary to Restore the Center of the Street.

without Dece New Bricks Could Be Put in and Make Street as Good as Ever-Opposed to Proposed Car Line.

President H. H. Edgerton of the Common Council makes an interesting sug-gestion in connection with the plan of putting a new improvement in East ave-nue, from Main street to Goodman street. In discussing the proposed improvement this morning Mr. Edgerton said that he did not think it was necessary to lay a new pavement the entire width of the street. He said that the street should be improved at once, but that money could saved by restoring merely the center

of the street.

The pavement at the sides of the street for some distance from the curbs as good as when it was laid," s that is necessary is for the center of the street to be repayed. The bricks in the center of the street that have been worn ne can be replaced with the out by frame can be replaced with the same kind of bricks that are there now and then the street would have a pave-ment which would look well and last for years. Probably such an improvement would last for fifteen years more, "It would cost considerable money to

tear up all the present pavement and lay an entirely new pavement, "continued Mr. Edgerton, "and what is the use of paying out all this money when the street can be made as good as new by laying new bricks in the center of the roadway? The plan I suggest would save thousands of dollars and it would not detract from the appearance of the street. In fact the as good as it did tifteen years ago, when e present pavement was laid.
There is no doubt but that brick is

the proper pavement for East avenue. It makes a nice looking street and with so many horses being driven on it it is far preferable to asphalt, which causes as obliging many horses to be killed It would be a mistake to paye the street with asphalt because of the horses. Some officials seem to prefer usphalt to any other kind of pavement, but if they drove ahout as much as I do they would soon and that brick or stone is the best payeat for horses. re is a strip of the brick pave-

ment in the center of East avenue which is badly worn and should be replaced, but payement at the sides of us good as when it was laid in most places and the center of the street is all that needs attention. It means the sav-ing of a large amount of money to leave good part of the pavement alone and what is worn out.

just replace what is worn out.
"In regard to the plan of having the Park avenue cars run out East avenue as far as Alexander street or as 'ur as Union street I am opposed to it," con-tinued the council president. "East ave-nue is about the only residence street which is free from car tracks and it ity on it. While it is true that the sec-

"Most every other city in the country has one or more beautiful residence streets where it does not allow cars to run and why aboute not Rochester have one? Surely no street in any other city is more beautiful than East avenue and since we have but one such street free from cars let us keep it. Business con-siderations should not alone be taken

DON'T WANT CARS ON EAST AVENUE

Majority of Members of Chamber of Commerce Opposed to Plan.

RESULT OF POLL Herald's Postal Card Canvass

Shows 110 Against, 71 in Favor of New Route.

A VARIETY OF COMMENT CONTAINED IN THE REPLIES

Arguments both in favor of and in opto a portion of East Avenue up as far as Alexander Street still continues to be est at all in the question being most ve homent in either their apposition or their ndvocacy of the project, Although a careful vote taken of all the property owners of the disputed district showed clearly that the sentiment of that por-tion of the citizens, at least, was strongly in favor of the plan, it is not at all ly that those who desire the car opposition, even if they win any victory

Sounds of the strongest opposition may be heard coming from the eastern end of East Avenue, at any point further out than Alexander Street, These people, while only in rare cases do they own property below Alexander Street, are people of influence and their opposition is more to be feared, perhaps, than is that of some of the few property owners at the lower end of the avenue who are working to defeat the project.

Opposition of Chamber of Commerce.

Then again, the Chamber of Com-merce, which, as composed of leading citizens of the city, interests itself in all movements of this kind which will tend to affect the welfare and comfort of the elty in any manner, through its Public provement Committee, at a meeting held on December 2, placed itself on rec-ord "as opposed to a street car service on any part of East Avenue under the existing conditions" and voted to "request the officials of the Chamber of Commerce to take all proper measures to the end that East Avenue shall be pt free from street cars and street car

As it was evident that the Public Imovement Committee of the Chamber of portion of the whole body there was as to whether the action taken did or did ot express the sentiment of the entir

Postal Card Vote Taken.

Reply postal cards sent out by The Herald to the entire list of men to state in one word their attitude toward the project were returned by 186 to the present time is shown below:

Not only did these members voice their sentiments are requested, but in a great many instances they gave their reasons in a few terse sentences, thus showing most clearly how great an interest has been taken in the question. Those who were non-committal stated that as they were neither residents of East Avenue nor property owners there, they did not care to place themselves either for or against the plan, which, in their opinion, should be settled entirely by those

Some of the Replies. Some of the replies are most interesting and suggestions heretofore unman who wrote: "I am opposed to the plan-decidedly so. We ought to have at least one street in the city which is free from cars and car tracks. That etreet should be East Aver

Another man who does not live on East Avenue, but on the west side of the city, replied that "out of deference to the wishes of the people of East Avenue I say 'No.'" As a vote of the East Avenue people showed that they were in favor of the car tracks-at least thos living below Alexander Street are in favor-it would be interesting to know what the writer meant.

"No," wrote another man. "I ride on the Park Avenue cars every day and I prefer to keep the avenue clear," This man clearly is of the opinion that the Park Avenue line is not so had ed and is suitable for all present

"I am opposed to the ear tracks on East Avenue," wrote another man. "I think another plan is better than the one suggested. I think that Park Ave-nue should be extended west of Court, Chestnut and Elm Streets so as to make it an avenue. That would permit of a car line there without the objectionable ourses if the crescent at Vick Park were also removed."

also removed."

Still another wrote: "I think the property owners should be left to decide this question, but for myself, I say "No." "It would be a serious mistake No. "It would be a serious mistake to disfigure the avenue," wrote another, while several others voiced their disapproval by writing large "No's" all over the postal card. One postal was marked with six "No's" and written below was "Great mistake," "No, leave the car tracks where they are now," wrote an-ather, while still another said: "It would be the worst thing that we could possibly do. Do not spoil the best drive

The Other Side.

The sentiment in favor of the contracts was equally strongly expressed. "I favor it most emphatically," was the answer of a large number.

The car service on the Park Avenue line is a disgrace to a civilized community," weate one man while another

merciai genter of Rochestes This

change would be a great hencit."
"I am decidedly in favor of it," wrote another. "It ought to have been done long ago." "Yes, emphatically yes," said another. "The property owners would be benefited for all time ti come by the money expended on the new pavement and the improvement between the car tracks and two feet outside."
"Yes, of course," wrote another, evidently disgusted that the question had

been asked him. One wrote: "I should be in favor of the plan were it for the cars to go only to Union Street," and another also stated that he preferred it to go only to Union

The Non-Commital.

Among those classed as non-commit-al was a man who wrote: "I don't care mything about the matter, but I would favor the locating of a big dry goods store somewhere on Main Street West." Another replied: "Before I commit myself I would like to know who will be the most benefited by the plan-t railroad company or its patrons."
"I have not made up my mind," wrote

another, "There are good arguments on both sides. The question should have careful consideration." Another wr "As I do not live near East Avenue don't think it belongs to me to help do cide the question." Although this postal card vote show

only between one-fourth and one-fifth of the members of the Chamber of Com-merce to be in favor of the project, with about one-third opposing it, it must be remembered that only about half of the members have replied at the present time. Other replies are expected later, but, taking this preliminary count as in-dicative of the final result, the vote will probably declare in about the same p

Thus, placing the Chamber of Commerce in the opposition, those who have been endeavoring to secure the removal of the tracks from the Park Avenue line to East Avenue are furnished with an opponent which it will require their ut-

Jimes 1 c. 20/04.

The following officers of the Roch-exter Chember of Comments were elected at the seventienth annual meeting of the corporation last night: Provident, Clinton Honors: First Vice President, Robert A. Radger; Sec-eral Vice President, Expert F. Ashley; Third Vice Pro vin H. Dewey. ticorgo Kasiner ege C. Buell, A

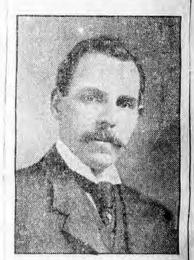
ter. William A. Sutherland, Brewster. the ticket select 'Ar there is no opposition to the ticket President was one of the few who gathniways a co-worker. I the Nominating Commi-such a selection for Pronotion was seconded by

anual report of of Sec w had taken during t His the year was with lives expressed a lone that 1,000 names he added to the rolls of Chamber of Commerce during the

The secretary spoke of the improve which will safeguard the city again flaods and augment the power for meantacturing purposes. Mr. Iv mentifacturing purposes. Mr. Ives called attention to the proposed scheme of establishing a line of steamers to run from Stewer's Dock in the lower

The secretary real complimentary nariagraphs about the local park system and about the health conditions of the city as indicated by Health Officer Galer's reports. He used the health resold ports as an argument to induce people ports as an argument to induce people to locate in the city. The importance of the new public marker and the great building boom which has been on in Rechesies during the past year were dealt with in the report. Mr. Ives gave some figures as to the deposits in the savings marks. He stated that during the year the deposits in the banks have increased ocaris \$1,000,000; in all the banks and trust companies over \$14,000,000. He gave the total deposits in the banks as somewhat over \$105,000,000, and said that the deposits in the banks of Rochester surpassed those of any clip in the country of the same size. The increase in the receipts of the local postoffice was also given a

paragraph in the report.
The electric reliving situation was commented upon by the secretary, and the efforts for the retablishment of a ielt line through the Genesee Valley vere commended. Secretary Ives said industries than any other city of its



C. F. GARFIELD

ze in the United States and that 40,000

Central.

CLINTON ROGERS 49 CHOSEN PRESIDENT OAKS CLINTON OF CHAMBER OF COMMERCE ANNUAL ELECTION OF CHAMBER OF COMMERCE Secretary Ives Tells What Has Been Done in 1904 and What Is Hoped To Be Done in 1905. Expresses Belief That Barge Canal Will Not Be Built. PINALIAL INSTITUTIONS. Repaired of the prosperous condition of providing here. PINALIAL INSTITUTIONS. Repaired of the prosperous condition of providing here. PINALIAL INSTITUTIONS. Repaired of the prosperous condition of providing here. PINALIAL INSTITUTIONS. Repaired of the prosperous condition of providing here. PINALIAL INSTITUTIONS. Repaired of the prosperous condition of providing here. PINALIAL INSTITUTIONS. Repaired of the prosperous condition of providing here. PINALIAL INSTITUTIONS. Repaired of the prosperous condition of providing here. PINALIAL INSTITUTIONS. Repaired of the prosperous condition of providing here. PINALIAL INSTITUTIONS. Repaired of the prosperous condition of providing here. PINALIAL INSTITUTIONS. Repaired of the providing here. Repaired of the providing here. PINALIAL INSTITUTIONS. Repaired of the providing here. Repaired of the providing here. PINALIAL INSTITUTIONS. Repaired of the providing here. Repaired of the providing here. PINALIAL INSTITUTIONS. Repaired of the providing here. Repaired of the providing here. PINALIAL INSTITUTIONS. Repaired of the providing here. Repaired on the prov

Manufacturing and Bank Reports Testify to City's Prosperity. Mayor Cutler Is Commended.









EGRERT F. ASHLEY.

DECEMBER 20, 1904.

CIVIC SPIRIT TO BE CULTIVATED

ROCHESTER UNPRECEDENT-EDLY PROSPEROUS.

YEAR OF GREAT GROWTH

City Should Give Up Its Village Ways Says John M. Ives, in Speaking of Its Recent Strides, at Annual Meeting of Chamber of Commerce

At the seventeenth annual meeting of the Chamber of Commerce, held in the as-sembly hall of the chamber last night, offi-cers for next year were elected and the secretary, John M. Ives, read his report, which was an able review of the progress made in the city during the past eleven months, with reference to the part the chamber had taken in advancing its interests. Clinton Rogers was elected president of the chamber for 1905.

Thomas B. Dunn, president of the chamminutes of the last annual meeting were then read by the secretary. Henry C. Brewster moved that the ticket selected by the Nominating Committee be elected. In doing this he said:

doing this he said:
"As there is no opposition to the ticket
made up by the committee, I move that
the secretary be directed to cast one ballot for it. In this connection I want to say that the candidate for president was one of the few who gathered in the May-or's office, to take the preliminary steps for the organization of the Chamber of Commerce. He has been active in it since has made such a selection for president.

New Officers of the Chamber.

The motion was seconded by Colonel James S. Graham, and Mr. Ives cast a ballot for the ticket. It follows: Presi-dent, Clinton Rogers; first vice-president, Robert A. Badger; second vice-president. Egbert F. Ashley; third vice-president, Charles F. Garfield; trustees for three years, Levi Adler, Wilmot Castle, Alvin H. Dewey, Michael Doyle, J. J. L. Friad-Y. McClintock, John C. McCurdy, E. P. Reed, William S. Riley, George F. Roth, M. B. Shantz, C. Walter Smith, Albrecht Vogt, Philip Yawman; trustees to fill va-cancies, F. J. Amsden, George C. Buell, A. T. Hagen, Henry S. Mackle, Charles Harbert Georgea W. Batter, Herbert Ocumpaugh, George W. Rafter, William A. Sutherland. Commendation of the excellence of Mr.

Ives's report was heartily shown, and Henry B. Hathaway moved that a vote of thanks be extended to Mr. Ives. After this had been seconded, Mr. Hathaway

"I desire to propose an innovation. should like to express the thanks of the corporation to the retiring president for having so generously given of his time, energy and money for the advancement of the objects for which the chamber is organized. There is scarcely any one who appreciates the amount of time and energy he has given in the conduct of the affairs of this body. He has been more generous than most of those who have been president—he has given two years for the good of the organization. I move a rising vote

This was given with applause. Mr.

Dunn expressed his sense of appreciation, and Mr. Rogers was then brought in to the hall, and he expressed his thanks for the honor done him. Mr. Garfield, the third vice-president for next year, also spoke briefly. The members then adjourned to the library, where luncheon was served.

Report of the Secretary.

In beginning his report Secretary Ives

success.' In spite of many drawbacks, the progress of this city since the last report dented in its history.

In the city's development are due to the men in the city's development are due to the men in the city's development are due to the men in the city's development are due to the men in the van of every progressive campaign, who have shood loyally and patriotically in the van of every progressive campaign, who have sacrificed time and money in helping to carry forward plans for the betterment of municipal, commercial and social affairs. Your secretary takes this opportunity of impressing upon the public mind, and especially all who are engaged in mercantile or professional nursuits, the indisputable fact that the well being and progress of all commercial centers depends largely upon the activities, influences and deliberations of their Chambers of Commerce or Boards of Trade. In these strenous, rapid transit and wireless telegraph days, when the competition between cities is so keen, it is of the dighest importance that one institution should and imprognable as a Gibraltar in every city of importance—and that institution is its Chambers of Commerce, the citizen the interests, and keeping the city in the front rank with its sister cities throughout the nation.

Membership in a Chember of Commerce and Boards of Trade in every city in the Union and is the highest reference which a tunal ness man can offer to any one inquiring into its standing in his home city. The dues for membership in this chamber are so its significant evidences of character and responsibility. It carries with it the privilege of entre to Chambers of Commerce and Boards of Trade in every city in the Union and is the highest reference which a tunal ness man can offer to any one inquiring into its standing in his home city. The dues for membership in this chamber are so its significant the devention and helping to sustain the dignificant that even hushoss men of the smallest status are not debarred by reason of the corporation and helping t

Work of the Chamber.

seventeen years, and during the progressive movements of the later times, has been handleaped by small resources, it is hoped that the future will be marked by the aquiet the future will be marked by the action of at least one of a fund with which to do ten those the work that has been done in the raising thereby of a fund with which to do ten those the work that has been done in the past.

The past of a fund with which to do ten those the work that has been done in the past.

The past of the work that has been done in the past of the work of our commodicus and dignified Chamber of Commerce halls, which are not surpassed by any point of beauty and convenience by any similar corporation in New York state, as the railying point for visitors from all parts of the world who come to this city to look over its advantages either as an industrial center or as a residential place, or by strangers passing through Rochester en route to other lates have been numerous as ever during a part of the par

abroad. It is the ambition of your secretary to

Advertising the City.

Advertising the City.

Your secretary would therefore suggest, as the best way to accomplish this that every member of the chamber make the effort to bring into the corporation one or more of his intimate friends.

Your secretary would also take this opportunity of calling the attention of members to the importance of regular attendance at the monthly meetings when matters of grave importance to the city are discussed and acted upon. Since your secretary's last report, startling changes have occarred in our city and one of the healthiest signs of local vitality and enterprise is the rising out of their ashes and ruins caused by conflagrations, of great commercial buildings, which will add splendor to some of our principal streets. Sarely such enterprise and confidence on the part of many of our citizens should inspire every Rochesterlan will sentiments of hope and encouragement for the future. A city possessing such citizens undanted by the most discouraging calamities cannot fall in its onward march to commercial supremacy.

the most discouraging catamites cannot radial in its onward march to commercial supremers.

A similar spirit of enterprise has characterized the members of the venorable Briek Church, which, after being reduced to rule by fire, has been restored within the year to more than its former solidity and beauty to continue its high mission.

Many advantageous additions have been made to Rechester's industrial resources during the year, giving an impetus to factory building and the converting of record building and the converting of reserving the factory building and the converting of Record and Indianated that see the support of the seed of the

Excellent Water Supply.

Mr. Ives here spoke of the great advan-tage Rochester has in its excellent water supply, and he contrasted it with that of other cities. Philadelphia. Pittsburg. other cities, Philadelphia, Pittsburg, Charleston, Youngstown, O., Allegheny, Pa., and Troy, where there has been a high mortality from typhoid fever and in high mortality from typhoid lever and it some of which cities large sums are being expended to improve the quality of the water. The new city reservoir on Cobb's Hill and the large plant of the Rochester & Lake Ontario Water Company, Mr. Ives said, could not help but increase the prosperity of the city.

perity of the city.

Much new apparatus has been obtained the report said, since the big Main street fire, so that now the department was high-ly efficient. An extract from this part of the paper follows:

the paper follows:

By January 1, 1905, the apparatus of the department will include twelve home wagons, four combination chemical and home wagons, twelve engines, ak trucks, two water towers, two supply wagons and one Protectives' salvage wagon. A house for a new engine company is being constructed on Mource avenue near Rutgers street, and a double house for an ongine and a truck company is being built at the corner of Hudson avenue and Bernard street.

Ruchester may now boast of having one of the best manuel and most efficient fire departments of ally city in the country. Its enpucity has been severely tested of late by destructive and here conflagrations which were checked and overcome by disciplined skill and courage.

Storage Dam Prospects. Reference was made to the efforts made by the chamber "for the past dozen years or more, to further the storage dam project, in the belief that, when the waters of the Genesee are properly conserved, the menace of annual flood will not only be materially lessened, but the city supplied with 50,000 cheap and continuous horse power for manufacturing purposes." After speaking of the discouragements that had met the efforts made, the report said:

But at last, there seems good ground for

met the efforts made, the report said:

But, at last, there seems good ground for believing that under the bill introduced by isenator Lewis and made a law by the signature of Governor Odell, and the recent appointing of the fifth and the last man on the River improvement Commission by the Governor, there will be a storage dam in the upper Genesee river and that the sale will be paid for by those benefited, in a fair s,

OFFICERS OF CHAMBER OF COMMERCE FOR 1905

equitable manner.

A local flood committee has already been appointed by President Dunn and a similar one by Mayor Cuther, and it is reasonable to presume that these committees will not only map out some plan for the successful disposal of the flood waters of the Genesee, but also co-operate with the State River Improvement. As important as pure water, said Mr. Ives, was the matter of pure air for the people of the city; and he spoke of the "tremendous bearing on the health conditions of our citizens" of the city; park system. In this connection he said:

ditions of our citizens' of the city's park system. In this connection he said:

The chamber has already had before it the question of river pollution by sewage below the Lower Falls. Mayor Cutier is also active along these lines and is awaiting a report now being made by Engineer Kuichilng, of New York, formerly engineer of this city. President Lamberton, of the Park Hoard, is also interested, and promises that when the city takes care of the sewage now entering the river below the Lower Palls, that the river gorge will become one of the most picturesque and popular resorts, as it was twenty-five years ago. It has also been announced that a line of steamers will next summer run from Brewer's dock to Lake Ontario.

Monument to Dr. E. M. Moore.

Monument to Dr. E. M. Moore.

In connection with the subject of Rochester's park system, it is appropriate here to eail attention to the strong public sentiment in favor of erecting a statue in bronza to the memory of the late Dr. E. M. Moore, Rochester's "Grand Old Man, who devoted so much of his iffe to the extension and improvement of our park system. Rochester is fortunate in having as one of her native eltizons a sculptor of eminence who has recently completed a bronze statue of the late President Anderson, to be placed in the empus of the Rochester University. Mr. Guerneey Mitchell, a life long friend of the late 1r. Moore, has executed what is considered the most correct portrait sketch in day of the deceased philanthropist from which a life sized statue can be made when the necessary funds for its production is raised. It has been suggested that the right way to raise the money is to start a nopular subscription to which every citizen can contribute a small sum, including the solool children. It is in the highest degree appropriation to help the commemorate the money of tunities for their enjoyanut.

The health of the city confinues excel-

The health of the city continues excel-lent, Mr. Ives said, and he commented upon the causes for this, in which he called attention to the immunity of Rochester from destructive storms because of its

from destructive storms because its situation.

Mr. Ives gave some details regarding the Union street market, "another step in advance in our city." He said, in part:

A suitable city market, which has long been needed in Rechester and for which the chamber has consistently intored, will be disibled early in the spring. This, with the subway at Union street, to be built this winter, the twenty brick warehouses for the near of sommission men, and the large cold strange plant, together with factories and other builtings soon to be erretted, will marke this one of the busiest sections of the city.

Terresponding Figures.

Prosperity Figures. Speaking of the prosperity of Rochester,

Process The amount of the bank clearences in localization in the week ending December 10th, was \$5.020,875, an increase over the ame week last year of 57.7 per cent. In the big cities, only New York, Philadelphia and Baltimore exceeded this increase. This direct

Postoffice Receipts.

Of the increase in the Rochester pos-office receipts, Mr. Ives said, in part: Receipts at the Reclester postofiles show in lacrowse of more than fifty thousand dollars during 1964. In five years' time the receipts have nearly doubled. The biggest day's business in the history of the money order division of the Rochester postofiles was done last Monday. Descender 12th, when the total receipts for the day were considerably over \$3,000.

The great benefit to Rochester of electric railways with the cite as a terminal

tric railways with the city as a terminal had been vividly illustrated, said Mr. Ives, and he spoke of those that had been incorare: Buffalo, Batavia & Rochester Elecirie Railway Company, which is to be operated next year; the Buffalo & Rochester Railway Company, to run from Rochester oster to Depew, a distance of sixty and one-half miles; the Lockport & Albion Railway and the Albion & Rochester Railway, to run from Albion to Lockport and from Albion to Rochester, to be completed in 1905; the Rochester & Williamsville Railroad; the Rochester & Williamsville Railroad; the Rochester, Corning, Hornellsville & Elmira Railroad, to be completed next year; the Rochester, Syracuse & Eastern Rapid Railway Company, which, it is said, will be operating between Rochester and Lyons, thirty-eight miles, within a year.

steum helt line in the Genesee valley, outlined by J. Y. McClintock, county engineer, at a conference in the library of the Chamber of Commerce November 18th, II was hoped, he said, that much good

in the past eleven months, contained

Statistics of Building.

We are indebted to Fire Marshal John A. P. Watter for the following report of the building done in Reclaster for the eleven mouths of the year 1904; 1903, 1904. January 1903 1904. 872:285 245.500 Pebruary 74.646 124.035

	4.00.415.00.0	A 44 8 4 1 1 2 3 4 5
March	201,380	112,400
April	310,252	775,612
Max	220,545	110,01a
May		250,385
June	80,525	361,300
July	204,740	414.870
August	54.120	244.388
September	170,223	183,296
Section of Francisco		
October	198,025	400,515
November	173,673	281,425
min and the second		
Totals	1,726,826	83,489,705
These figures for the p	ast six ve	are speak
more loudly of Rocheste	e'a industr	dal boom
limb and statistics that	leave bearing	mer booting
timn any statistics that	nave been	gathered
from any other source:		COLOR COLOR
1808		\$1,391,066
1800		1.467.048
(900)	0000000000	7 008 178
1900		0.905 044
Addition	*******	0.020
1002		
1903		1.855.517
1904 (estimated)		4.000,000
Total number of permits	s omented t	tenon Jane
nary I to December 1, 1	CHAIL DEA	of redulate
mark r to becommer r	1004 1604	or winen
550 were for dwellings	ranging	in price
from \$1,800 to \$10,000.	The major	TLY WEFE
from \$1,800 to \$3,500. H	crewith n	ad classi-
fled list of the larger n		
	un most	mbargune
buildings.		
INDUSTRIAL RI	HILDINGS	

Stein-Bloch Co., factory, St. Paul Bausch & Lomb Optical Co., St. Paul 14,000 Brooks, furniture factory, Commercial street behavior Bbl. Machine Works, St. James street merican Chemical Co., addition, Jay DeWitt Butts, factory, Aqueduct Bansch & Lomb, factory, St. Paul COMMERCIAL BUILDINGS. J. G. & J. W. Cutler, department \$33,000

Hiram Sibley estate, dry goods ware-Allee E. Buell, stores and offices . . . Ellwanger & Barry, commercial build-Spiding State of Spiding State of Spiding Spid Emile S. Copeland, stores and office 20,000 TIONAL BUILDINGS. Church of Our Lady of Perpetual
Help, church and school
Scalal Settlement of Rechester, school
coul assembly half
Elim Falth Home Corporation, men's
home stid church
Social Bapillat Church, addition 5,000
Rechester Orphan Asylum, roun dwell

seivation Army, North street 17,000
seivation Army, North street 17,000
profite Rescue Mission, Andrews arms, brick building Genara United Triuity Church, church and Sounds schools, Se Mary's Church Society, parish home, South street 14,500
Hotz Researe Church and School, Lexangton avenue 2,000 12,000 flyo precluct houses \$115.000
Two fire houses \$115.000
Two fire houses \$40.000
Singler house, Brown square \$1.000
Farillon, Sancea park \$3.000
Administration building and shelter,
Maplewood Park \$4.000
New gatehouse, Mount Hope reser-- .15,000

member and trustee of the chamber, Wil-liam C. Barry, he said, bad been elected the association's first president.

Things Made in Rochester.

Of Rochester's industries, Mr. Ives said:

Armorg and Convention Hall,

The report continued, in part: "The city s to be congratulated upon the fact that a new Armory will soon be built for the hew Armory will soon be built for the proper accommodation of the local members of the National Guard * * It now remains for our citizens to encourage in every possible way the building of a suitable convention hall * * The building of handsome now precinct police stations is another step in advance for Rochester * * It is regretable that the proposed addition the proposed addition to the government building has been delayed.

The efforts of the Masonic fraternity toward building a hall were commended, and reference to Mayor Cutler's work in

and reference to Mayor Cutler's work in the building of precinct houses and Repre-sentative Perkins's in trying to have the government building enlarged was made. In discussing the city's philanthropic en-terprises, Mr. Ives spake of the work of the Public Health Association, in the treat-ment of cases of incident tuberculosis at the Municipal Hospital, its efforts to bring about medical laspection in the schools, cit. The introduction of the co-operative system by some of the Rochester firms and corporations, the gifts of George Eastman or the University of Rochester Irms and corporations, the pitts of George Eustman to the University of Rochester, the work of the Mechanics Institute, the addition of a musical library to the Sibley Hall library in the university and the extensive additions to be anade there by Hiram W. Sibley, were referred to in this part of the report.

Rallroad Matters.

Eleven railroads, either direct or by ar-rangements with other lines, enter the city, the report said. After discussing in some detail the facilities offered, it con-

some detail the facilities offered, it continued:

The Railroad Committee have had several meetings dueling ine year, the results of which materially shortened the tiline of fecal sulpinents in transit. The trustees favored a highway on the swing bridge crossing the Goneson river at Charlotte, now robuilding, and the County Engliseer and year searchary visited the New York Control Robins of Searchary visited the New York Control Robins of Searchary visited the New York last agget, having a very pleasant interview and talking over many other railway matters of intreest to Rochester. The question was not settled at that meeting, but after several eiters had passed the railway combinity objected to giving a right of way across its property. At the meeting reterred to, the onlarged Central stablen question was brought up. The Control was not a settle of the case of the company a station in Syracuse and Albany, and to add two more tracks. The chamber has also taken up the question of stopooyer thelets with the Central officials, but so far, has been mable to decomplish anything, notwithstandien Nagarar Palls and Bufasio cajoy these privileges.

The seven meetings held in the assembly hall of the chamber during the year

bly hall of the chamber during the year were enumerated; a brief report of the Interstate Commerce Law Convention, to

which President Duan and Mr. Ives were delegates, was given; reference was made to the eight conventions held in the assembly hall during the year, and the propositions that had been tavered and opposed by the chamber during the year were mentioned. These last were:

Things Favored and Opposed.

on the western division of the Pennyivania isaliwa;

A highway bridge crossing the Genesee river at Charlotte on the railway bridge being repulit by the New York Coursel Bullrond corporation.

The new manicipal bookkeeping system to go into effect January 1, 1935.
International aroturation.

Onloker zervice between Rochester and the towns and villance in the Genesee valley.

A 1445 foor beadway in the proposed subway under the Central and B., R. &. P. tracks in West avenue in the town of Gates, A 5,000-mile interchangeable book on the railways of the United States, Arbitration treaties between the United States and foreign countries.

The southern route for the proposed barge canal.

States and foreign countries.

The southern route for the proposed barge canal.

The so-called Hubbard plan for the issuing of strain certificates by the government for the transmission of kinall same of money intrough the mails.

The creating of a commission to consider and recommend legislation for the development of the American Merchant Marthe.

A new grasual.

Better trade relations with China.

Pushing work on Colob's Hill for additional recorroit for water supply and enlarging of distributing mains.

Asking the United States government to include in the Chinese exclusion and a resolution admitting Chinese exclusion and a resolution admitting Chinese exclusion and to produce the Chinese exclusion and the chinese exclusion and the chinese exclusion and the chinese exclusion and control of the chinese exclusion and the chinese exclusi

An embankment along the Erle railroad tracks between Court and Clarises streets bridges, to protect the center of the city against the flood waters of the Genesee, This work is just recently completed.)

Needs of the City. Mr. Ives spoke of some of Rochester'

needs. Said he:

by lines and a bridge across the lower river gorge.

Still another needed improvement is the converting of the small triangle at East Main street and North street, and the one East Main street and North street, and the one at East Main and Selo streets into public particles of some of Rochester's heroes and public men who have passed away, such as add other men who have passed away, such as a control of the status of some of Rochester, Colonel O'Rocke and other men who have passed away, such as a control of the city. The land can never be hought cheaper than now.

There should have a good-sized park east of the city. The land can never be hought cheaper than now.

There should be public convenience stations on every bridge in the city and in congested centers.

There should also be more public drinking fountains.

Speaking of Charlotte, Mr. Ives said: Shipping at Charlotte.

Shipping at Charlotte.

The importance of the part of Charlotte, which should be renamed the Port of Rochestor, is viewly growing in importance. Ten hundred and thirty-four vessels entered and cleared the harbor during 1904, being many mere than entered any other American Lake Ontario port. The coul alone shipped from Payriotto the pust year totaled more than 70,000 tons. On October 12th last, Hon, Theodore E. Burton, chairman of the Committee on Rivers and Harbora, visited Churchin company with Congressman 4. Breek Perkins, President Duan and ex-Congressman Brewester and leaded over the Improvement of the Port of the Congressman and the Congressman Herwester and leaded over the Improvement and been neglected in the way of givernment being made and those contemplated. It was proportional to the large proportion and it is hoped that Congressed that the port of Charlotte had been neglected in the way of givernment. He was the proportion of the large proportion of the large proportion of the large proportion of the Charlotte with specially soon vote at least \$50,000 for large proportions and it is hoped that Congressian Perkins recently soon vote at least \$50,000 for the large of the proportion of the Charlotte will greatly enlarge its plant during 1905, and builded in the document of the charlotte will greatly enlarge its plant during 1905, and builded in ew dock at a total cost of whom \$50,000, If this is done the shinging of wood pulp from Canada will become a great industry.

Owing to the diliculty experienced in securing speakers of national reputation for the annual dinner of the chamber during December and January, said the report, it has been thought best to have the next one in February mobable on the

port, it has been thought best to have the port, it has been thought best to have the next one in February, probably on the evening of St. Valentine's Day, February 14th. Referring to the success of the dinner of last year and Mr. Dunn's centribution to it, Mr. Ives said, in part; "No greater recognition of Mr. Dunn's service to our city could have been given than the anonimous request in the Newton." the unanimous request by the Nominat-ing Committee that he accept the presi-dency for the third time, which house he declined, nor believing in the propriety of

serving again."
Seven members of the corporation had died this year. They were: H. Austin Brewster, Henry D. Stone, James Brackett, William Vicinus, William B. Morse, William H. Averill and S. U. Cal-

The Metropolitan Spirit.

In his concluding remarks, Mr. Iver said that, "while Rochester needs the metropolitan spirit from its citizens, it is re-ceiving but lukewarm attention from some who should be enthusiastic and strenuous in heralding its advantages to the world and in encouraging every movement for tueressing the commerce and social stand-ing of the community." The membership while it should be from 1,000 to 1,500. He urged that the business men "get together" and accomplish things. In con-

clusion, he said:

The village, gossippy, one-horse spirit still lingers in too many spots in our city and it is time to get rid of it and allow the metropolitan feeling to inspire every man to become expansive and progressive.

Every opportunity should be taken to advertise our city. An excellent suggestion is that made by one of our trustees, that business men print on their stationery the request to send to the secretary of the chamber literature concerning Rochester. Nothing

Memorial to Dr. Moore.

At a recent meeting of the Rochest Historical Society Charles It Ford made the excellent suggestion that a memoria of Ire, Edward Moll Moore be erected il this city. Mr. Pord spoke of Dr Moore's long testdence here, of his identihis certs and successful efforts to pro-vide public purbs and his long service as bresident of the Park board, of his distinguished eaveer as a physician and surgeon, and of his public spirit and filsh personal character. The suggestion was well received, and Mr. Ford made I also at a meeting of the Chamber of Commerce, where it met with like favor. In the annual report of Secretary Ives attention is called to the subject and it is suggested that the right way to raise means and pulinations, and that the

pal hespital, built for the treatment of smallpux patients, and those suffering from other contagious diseases, be changed to Moore Memorial hospita seems to us open to several objections the principal being that it would associate Dr. Moore with medicine alone, and with a particular branch of medicine, whereas he was an exceedingly useful and a very distinguished man in varilighest degree desirable that he should me of the parks, to be erected by freeto be the most suitable form of memor

gerful of the fact that Dr. Moore was the first president of the Rochester Health association, which was organized on his his organization has been doing splen did work in the Municipal hospital, in the reatment of consumption. Indeed, y impress upon our readers the importance of this work, and of the pressing need of money to carry it on. Consumption is the cause of one-seventh of all deaths, and it is Dr. Goler's opinion that if the work that Dr. Moore founded and that with great success, could be continued for five years, the number of deaths from tuberculosis in this city would be considerably less than half what they are now. It is to be hoped, therefore, that his appeal for fonds in behalf of the association will be heeded, and that condributions will be such as to justify an oulargement of the scope of the work. At this holiday season, and after a year of extraordinary prespectly, our people can well afford to be prompt and gener-

ous in their gifts. But let us have a memorial of Dr. Moore that shall be representative of what he really was not a physician an educator, a scholar, an historian, the triotic and public-spirited citizen whose name deserves to be remembered as long as Rochester shall exist. 4/ntilite 23

Post Exter-WANT MORE POWER, Dec. 22.

Plaint of Interstate Commerce Com-ndssion Sent to Chamber.

The principal master to come before the board of trusters of the Chamber of send delegates to Washington to aid in plarging the powers of the In-Assurances baye been received. It nacke slong this line. While shippers here do not feel so keenly as those in the Midale West the evil effects of the Oursetramed power exceeded by the rail-roads since the courts declared that the Interstate Commerce commission has no

Screenicy John M. Ives of the char

NO VERTISER: TUESDAY, **DECEMBER 20, 1904.**

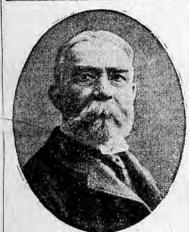
SECRETARY IVES GIVES ANNUAL REPORT

Points Out to Chamber of Commerce How City Has Progressed During Past Year.

Most Encouraging View of Roch ester's Prosperity and Future Business Activity.

Chamber Chooses Clinton Rogers President for Ensuing Year-Proceedings of Annual Meeting.

The development of Rochester in bus iness and many other ways formed the theme of a most interesting and enthusiastic gathering held last evening in the assembly hall of the Chamber of Commerce building, when the seventeenth annual meeting of the Chamb nerce took place. A large num ber of the members of the organization were present, and a most interesting re view of the city's progress during past year was given by the secretary



CLINTON ROGERS, President Chamber Commerce

the Chamber, John M. Ives. In his report, Secretary Ives pointed out how the city had grown in many directions, and how it is to progress in the future.

Thomas B. Dunn, president of the Chamber, called the meeting to order, and soon thereafter, on motion of Henry C. Brewster, new officers of the Cham-ber were elected. In reference to the ticket made up by the nominating com-mittee, Mr. Brewster said:

mittee, Mr. Brewster said:

"As there is no opposition to the ticket made up by the committee, I move that the secretary be directed to cast one ballot for it. In this connection I want to say that the candidate for president was one of the few who gathered in the mayor's office, to take the preliminary steps for the organiza-tion of the Chamber of Commerce. He has been active in it since its organization, has never been a self-seeker, but always a co-worker, and I am pleased that the nominating committee has made such a selection for president."

After Mr. Brewster had finished speak-



ROBERT A. BADGER. First Vice-President Chamber Com-

Rochester Chamber of Commerce For the Year 1905

> For President CLINTON ROGERS For First Vice-President

ROBERT A. BADGER For Second Vice-President

EGBERT F. ASHLEY For Third Vice-President CHARLES F. GARFIELD

FOR

Trustees for Three Years

Levi Adler Wilmot Castle Alvin H. Dewey Michael Doyle J. J. L. Friederich J. George Kaelber A. B. Lamberton Max Lowenthal H. W. Morgan J. Y. McClintock John C. McCurdy E. P. Reed William S. Riley George F. Roth M. B. Shantz C. Walter Smith Albrecht Vogt Philip Yawman

FOR Trustees to Fill Vacancies

F. J. Amsden George C. Buell A. T. Hagen Henry S. Mackie Charles Herbert Ocumpaugh George W. Rafter William A. Sutherland

ballot for the ticket, It follows: President, Clinton Rogers; first vice-presider Robert A. Badger; second vice-president, Egbert F. Ashley; third vice-president, Charles F. Garfield; trustees for three years, Levi Adler, W.Imot Castle, Alvin H. Dewey, Michael Doyle, J. J. L. Friederich, J. George Kaelber, A. B. Lamber ton, Max Lowenthal, H. W. Morgan, J Y. McClintock, John C. McCurdy, E. P Reed, William S. Riley, George F. Roth, M. B. Schantz, C. Walter Smith, Albrecht Vogt, Philip Yawman; trustees to fill va-cancies, F. J. Amsden, George C. Bueil A. T. Hagen, Henry S. Mackie, Charles Herbert Ocumpaugh, George W. Rafter, William A. Sutherland, Secretary Ives then gave his annual report. In introducing his report Mr. Ives called attention to the fact that during the year just passed the progress of the city. In spite of many drawbacks, has

been without precedent in its history. For

this record he extended congratulations to that body of men who have done much

toward bringing about such a result by

their patriotic and loyal sacrifice of time and money to the common cause. He took the opportunity of impressing upon

the public mind the utmost importance

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the Chamber of Commerce, terming it the "citizens tribunal for safeguarding the people's rights." He stated various rea-

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Regarding the water supply, the secre-tary stated that the local system, in its

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every business should desir

EGBERT F. ASHLEY Second Vice-President Chamber Com-

long, or more than five times the capacity during the past year has been practically doubled by the addition of two combina-tion chemical and hose wagons, two new engines and two engines rebuilt. will be further increased early in the water tower and two more combination chemical and hose wagons. Two new pumps in the Mill and Water streets stalidns, respectively, together with the pumps already installed, will make the capacity 13,000,000 gallons daily, while a new pumping station for the Water street plant is now in process of erec-

The secretary also stated that there seems good ground for believing that in the near future there will be a storage am constructed in the upper Genesee, which will lessen the menace of annu-doods and supply the city with 50,000 con tinuous horse power for manufacturing

ses, ention was called to Rochester's grand system of parks as they at present exist, and indications noted of further sed removal of sewage now enterbe paid for by those benefited, in a fair and

manently was the health condition. The net deaths of citizens in Rochester during the month of November, according to Dr. Goler's report, was 12.16 per 1,000, a remarkable showing as compared with the death rates in other cities of the country during the same period.

The importance of and the advantages to be secured by the new city market were also enumerated and a description of the market given.

The prosperity of Rochester along building and business lines during 1904 has been phenomenal, far exceeding any previous year in the city's history. During the past year the deposits in the sav.

ing the past year the deposits in the sav. ings banks have increased nearly \$4,000,-000; in all the banks and trust companies, over \$14,000,000; while the total deposits in the banks is over \$105,000,000. In bank deposits the city surpasses any in the Union of the same population. A list of leading local securities which have attained world-wide reputation was added.

Another proof of constant growth is the continued increase in the local postoffice receipts, those for the last year showing an increase of over \$50,000, while in the last five years they have nearly doubled. A list of six companies was given which have incorporated within the year for building electric roads to Rochester and which promise to have their respective roads in operation some time during the coming year. The prospects of the estab-lishment of the proposed Genesee Valley belt line were also commented upon fa-

Following this, statistics compiled by Fire Marshal Walter, showing the in-crease in building operations in the city, together with a classified list of the most important buildings newly crected, were

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In reviewing the city's industries, Mr. Ives stated that Rochester has more and varied industries than any other city of its size in the United States. In the manufacture of ladies' shoes and clothing it is now universally ranked among the few leaders, while in the manufacture of photographic supplies it is without a peer. There is scarcely an article of commerce or utility which is not manu-factured here, giving employment to more than 40,000 of the city's residents,

In regard to the barge canal, which the chamber so vigorously opposed, Mr. Ives expressed the opinion that it will never be completed. He favored the con-struction of a canal which is to be proposed in a bill introduced by Senator



CHARLES A. GARFIELD. Third Vice-President Chamber Com-

M. P. Lewis at the next Legislature. It is proposed that the canal be built by the United States government from Coxsackle, on the Hudson, to the waters of Onelda lake and thence to Lake Ontario. Then by the construction of a twenty-one-foot channel around Niagara Falls, a complete deep waterway from Duluth New York would be had.

In speaking of public buildings, Mr. Ives congratulated the city upon the fact that a new and up-to-date armory is soon to be built, which will coable Rochester to take rank with the other large cities as a military center. He urged the necessity of building a suitable convention hall and commended the Masons for the steps they have taken in that direction. The idea of Mayor Cutler in building the handsome new precinct stations erected during the last year was also highly

In speaking of the annual dinner of the chamber Mr. Ives said :

"The banquet of last year was one of the most notable in the history of the chamber. It was presided over by Thomas B. Dunn, who has filled the office of president of this chamber for two consecutive years, during which time he has exhibited the most loyal and patriotic spirit n his administration toward every movement for the benefit of our city that has been undertaken. Not only has Mr. Dunn devoted much of his valuable time owards carrying out the chamber's profeets, but he has contributed the 'sinews of war' to the perfecting of many progressive movements.

'No greater recognition of his service

o our city could have been given than the unanimous request by the nominating committee that he accept the presideacy for the third time, which honor he declined, not believing in the propriety of serving again. On the occasion of the last annual banquet of the chamber Mr. Dunn signalized the occasion by having in these strenuous times of competition between cities of such an organization as the Chamber of Commerce, terming it the "citizens tribunal for safeguarding the people's rights." He stated various reasons why every business should desire to belong, and expressed the hope that the membership would be increased by the acquisition of at least 1,000 names in the near future, thus increasing the induce and effectiveness of the body.

Water Supply and Fire Protection. Regarding the water supply, the secre-

recently constructed by the Rochester and Lake Ontario Water Company at Rigney's Bluft, will increase the available capacity by nearly 130,000,000 gallons, or more than five times the capacity

dent, who was also present, was called upon and added his expression of thanks for the honors conferred upon him, Following are the deaths occurring in he ranks of the chamber during the past your; H. Auslin Brewster, December 16, 1903: Henry D. Stone, February 21, 1904; James Brackett, March 7, 1904; William teinus, April 8, 1904; William B. Morse petober 3, 1994; William H. Averill, betober 14, 1994; S. U. Calkins (associate number), October 17, 1994

Attention was called to Rochester's grand system of parks as they at present exist, and indications noted of further prospective improvements, including the proposed removal of sowage now entering the river below the lower falls and the installation of a line of steamers running from Brewer's dock to Lake On-

Another feature of the city which the secretary emphasized as a potent induce-ment to bring people to locate here per-manently was the health condition. The net deaths of citizens in Rochester during the month of November, according to Dr. Goler's report, was 12.16 per 1.000, a remarkable showing as compared with

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The meeting was called to order hortly after 8 o'clock by President Thomas B, Dunn, The election of officers was then taken up. There was but one ticket in the field and Henry C. Brewster, in moving that the secretary cast one hallot took occasion to remark that Clinton Rogers, the nominee for presithe Mayor's office over seventeen years ago and took preliminary steps toward founding the chamber. He further com-mented upon the loyal and efficient servce rendered by Mr. Rogers since that time in everything pertaining to the welfare of the chamber.

The New Officers.

liors, divines and scientists have made addresses which have claimed the notice of the leading journals of the Union."
Commendation of the excellence of Mr. Ives' report was heartly shown, and liency B. Hathaway moved that a cote of thanks be extended to Mr. Ivise.
After this had been seconded, Mr. Hathaway shall a deen seconded, Mr. Hathaway shall a deen seconded.

I desire to propose an innovation.

should like to express the thanks of the corporation to the retiring president for

aving so generously given of his time

operay and money for the advancement of the objects for which the chamber is rtganized. There is scarcely any one who appreciates the amount of time and

Three he has given in the conduct of he offairs of this body. He has been note generous than most of those who may been president—he has given two

Years for the good of the organization.
I move a rising vote of thanks."
President-elect Rogers was then enthusinatically received and spoke briefly.

multing the members for the high honor such they had conferred upon him and successing confidence in the mission and ork of the chamber. Charles F. Car-leid, the newly elected third vice-presi-

REPORT SHOWS

CITY'S PROGRESS

Annual Meeting of Cham-

ber of Commerce an

Optimistic One.

REVIEW OF YEAR

Secretary Ives Points Out En-

couraging Development of

City in Many Lines.

THE WAYS OF VILLAGE LIFE

The seventeenth annual meeting of the

Chamber of Commerce, was held last evening. A fair representation of the members was present. The most

harmonious feelings prevailed, enhanced not a little by the quality of the cigars and refreshments freely provided by

President Dunn and Secretary Ives.

URGES CITIZENS TO DROP

collowing are the officers declared elected for the ensuing year, President, Clinton Rogers; first vice president, Robert A. Badger; second vice president, Egbert F. Ashley; third vice C. F. Garfield; trustees to poyle, J. J. L. Friederich, J. George Ruelber, Max Lowenthal, A. B. Lamberton, J. Y. McClintock, H. W. Morgán, John C. McCurdy, George F. Roth, Willam S. Riley, E. P. Reed, C. Walter Smith, M. B. Schantz, Albrecht Vogt, Philip Yawman; to fill vacancies, F. J. Amsden, George C. Buell, A. T. Hagen, Menry S. Mackie, Charles Herbers

Secretary Ives' Report. Scoretary Ives then read his annual report, which was even more ex-naustive than usual and was received

rugh, George W. Rafter, William

with the closest attention. In introducing his report Mr. Ives called attention to the fact that during the year just passed the progress of the city, in spite of many drawbacks, has been without precedent in its history. For this record he extended congression. this record he extended congratulations to that body of men who have done much toward bringing about such a result by their patriotic and loyal sacrifice of time and money to the common cause. He

tary stated that the local system, in its present perfected condition, is not equaled anywhere. The new city reservoir on Cobbs Hill, when completed, together with the large pumping station

of the present Highland reservoir.

The efficiency of the fire department during the past year has been practically doubled by the addition of two combination chemical and hose wagens, two new engines and two engines rebuilt. This will be further increased early in the coming year by the arrival of a new water tower and two more combination chemical and hose wagons. Two new pumps in the Mill and Water Streets sta-tions, respectively, together with the pumps already installed, will make the capacity 13,000,000 gallons daily, while a new pumping station for the Water Street plant is now in process of erce-

The secretary also stated that there seems good ground for believing that in the near future there will be a storage dam constructed in the upper Geneseo, which will lessen the menace of annual floods and supply the city with 50,000 con-tinuous horse power for manufacturing

Parks and City's Health.

the death rates in other cities of the country during the same period.

The importance of and the advantages to be secured by the new city market were also enumerated and a description

previous year in the city's history. During the past year the deposits in the savings banks have increased nearly \$4,000,000; in all the banks and trust companies, over \$14,000,000; while the total deposits in the banks is over \$105,000,000. In bank deposits the city surpasses any in the Union of the same population. A list of leading local securities which have attained world-wide reputationn was added. Another proof of constant growth is the continued increase in the local postoffice receipts, those for the last year showing an increase of over \$50,000, while in the

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Following this, statistics compiled by Fire Marshal Waller, showing the increase in building operations in the city, together with a classified list of the most important buildings newly erected, were

Varied Industries.

In reviewing the city's industries, Mr Ives stated that Rochester has more and varied industries than any other city of its size in the United States. In the manufacture of ladies' shoes and clothing manufacture of ladles' shoes and clothing it is now universally ranked among the few leaders, while in the manufacture of photographic supplies it is without a peer. There is scarcely an article of commerce or utility which is not manufactured here, giving employment to more t'an 40,000 of the city's residents. In regard to the barge canal, which the chamber so vigorously opposed, Mr.

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In speaking of public hulldings, Mr.
Ives congratulated the city upon the fact that a new and up to date armory is soon to be built, which will enable Rochester to take rank with the other large cities as a military center. He urged the necessity of building a suitable convention hall and commended the Masons for the steps they have taken in that direction. The idea of Mayor Cutler in building the handsome new precinct stations of the during the last year was also not have

Compliments for Mr. Dunn. At the conclusion of the report Henry

"I wish at this point to make a slight innovation to the usual order of busi-ness. It seems to me most fitting for us this evening to place on recgratitude to our retiring president for the great amount of time, money, and zeal which he has given to our bus I think we hardly appreciate the energy and sacrifice which Mr. Dunn has ex-pended in furtherance of our interests. He has had a double dose and I wish now now to make the motion that we ex-tend to him our cordial vote of thanks, with every man in the room on his feet.

President Returns Thanks.

The motion was carried with enthusiastic appaluse. In reply Mr. Dunn said that he wished to extend his hearty thanks to his colleagues for the appreciation which they had so kindly manifested and also for the loyal support which they had never falled to give him throughout his administration. He added that there were many whose names could not well be made known to whom great credit was due for placing and re-taining the organization on an effective financial basis, and expressed the hope that the incoming president might re-ceive the same loyal support which had

ceive the same loyal support which had been tendered him, with which future success would be assured.

President-elect Rogers, who had arrived during these proceedings, was enthusiastically received and spoke briefly, thanking the members for the high honor which they had conferred upon him and expressing confidence in the mission and work of the Chamber. Charles F. Garexpressing confidence in the mission and work of the Chamber. Charles F. Gar-field, the newly elected third vice presi-dent, who was also present, was called upon and added his expression of thanks

Recent Philanthropies. Under the head of the philanthropic works of the city Mr. Ives emphasized

done by the Public Health Association. By its influence the Municipal Hospital, built for smallpox patients, is now treatontrior smallpox patients, is now treating incipient cases of tuberculosis with oncouraging results. Another provision made by the association is for the care of the eyes and teeth of school children free of charge. Among other deeds of philanthropy were mentioned the donation of the case of t philanthropy were mentioned the dona-tion of \$60,600 to the University of Roch-ester by George Eastman, the develop-ment of Mechanics Institute, and the ad-dition of a musical library to the university library by Hiram W. Sibley.

The condition of the city's railroad ervices was also dealt with somewhat at length. The dully passenger trains in and out of Rochester now reach the re-markable number of 186, divided among the different roads as follows: Eric, 16: Pennsylvania, S; Lehigh Valley, 16; Buffalo, Rochester & Pittsburgh, 6; West Shore, 11; and New York Central, 123.
The rallroad committee of the chamber of Commerce has been busy during the year and has several matters in har which, it is hoped, will act to the premo

What the City Needs.

A list of eighteen propositions favored by the chamber was read, prominent among which were: "International ar-bitration; aiding the Mayor in keeping the streets free from loose paper and lit-ter; quicker service between Rochester and the towns and villages in the Genesee Valley; pushing work on Cobbs Hill for additional reservoir for water supply and enlarging of distributing mains." The chamber also goes on record as being opposed to the following: Trading stamps, a government parcels post, a trolley road on the state improved highway to West Henrietta, trolley cars on Fast Avenue. East Avenue,

Among the city's needs were enumerated: More hotel accommodations, a public library commensurate with the city's size and culture, the converting of the small triangle at East Main and orth Streets, and the one at East Mair and Seio Streets into public parks, a good sized park cast of the city public convenience stations on every bridge in the city and in congested centers, and

Praise for Mr. Dunn.

In speaking of the annual dinner of the chamber Mr. Ives said:
"The banquet of last year was one of the most notable in the history of the chamber, It was presided over by Thomas B. Dunn who has fitted the office of president of this chamber for two consecutive years, during which time he has extive years, during which time he has exhibited the most loyal and patriotic spirit in his administration toward every movement for the benefit of our city that Dunn devoted much of his vo towards ca rying out the chamber's pro-jects, but he has contributed the 'sinews of war' to the perfecting of many progressive movements,

he unanimous request by the nominating committee that he accept the presdency for the third time, which honor he declined, not believing in the propriety of serving again. On the occasion of the last annual banquet of the chamber Mr. Dunn signalized the occasion by having silver medallions cast as souvenirs of the event, one of which was presented to each of the guests. The annual ban quets given by the chamber not only en gender a spirit of good followship, but are occasions where distinguished citizens from other cities, prominent govthors, divines, and scientists have made addresses which have claimed the notice of the codes. ernment officials, eminent barristers Following are the deaths occuring in

year: H. Austin Brewster 1903; Henry D. Stone, Fel James Brackett, Marc Vicinus, April 8, 1904; Wil September 3, 1904; William H. Av. October 14, 1904; S. U. Caikins, (assoc member) October 17, 1904. In concluding Mr. Ives called atter to the fact that Rochester is recet

out lukewarm attention from se zens who should be enthusiastic in her-alding its advantages to the world. The chamber has a membership of about 400, whereas it should have from 1,000 to 1,-500. He added: "The village, gossippy ens who should be ent one-horse spirit still lingers in too many spots in our city, and it is time to get rid of it and to allow the metropolitan feeling to inspire every man to become expansive and progressive."

> t of Sucretary Ives of the sirated, which when constr tity. In eleven months \$3,489,795 has ble the amount of a year ago

A strong appeal is made in the report looin at a foin the Chamber di 400, har It should be 1,000 or 1,500. crywhere, and with a large member p would come larger resources, and cater opportunities. And, as Mr. like this is always considered an eviworld. It is to be hoped that Mr. It's a copen will not full upon heedless expansion aggressive, and progressive Loyalty to the city, a strong determinaion to herease its business and add to a fame, a determination to keep up a

ELIHU ROOT IS TO COME HERE

A Fine List of Spellbinders to Choose From.

FOR NEXT CHAMBER DINNER

Function Will Not Be Held Before Middle of February This Year--- Praise for Dunn at Annual Meeting.

It providently has been decided not hold the annual dinner of the Rocheste Chamber of Commerce before the middle of February. Possibly the date will be St. Valentine's day, February 18th, This is something of an innovation as in re-December of January. Seer they John M: Ives says that great difficult, is experferred to getting speakers of estional thought best to positione it until it is expected that the he to tary of commerce and James M. Pack, attorneyin the country; General Day thes, and Henry Watterson, Hue the invitation, each ise to come this year if it to do so: In addition to tions with be sont to Hear

ernor Francis of Missourt, 11

Company had derived from the statute

known as the Transportation act the

right to lay its water pipes 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 re-

siding within the city limits. The court,

It is true, had not decided that the right

of way through the city implied the

right to sell to citizens of Rochester

without the city's consent and permis-

sion. In fact, the question of this right

to sell had been specifically reserved by

the court when it found for the com-

pany in the contest over the right of

way. Nevertheless, the chief purpose of

the company in establishing its large

and costly plant in this vicinity had

been so plain from the very beginning

of its operations, that when its entry

was declared to be no trespase, it was

sure, at the earliest moment consist-

ent with its mechanical preparation, to

undertake to deliver its water to Roch-

esterian consumers. That is what i

came here for, If it cannot succeed in

that, the most important element of its

venture, probably it will waste little fur-

ther time in pushing its minor enter-

We are glad to see the Mayor and the

Corporation Counsel preparing to resist

with all possible vigor the water com-

pany's invasion of the city's exclusive

province. Rochester has expended upon

the purchase of its source of water sun-

ply, its conduits, its pumping plants, its

reservoir sites and the numerous other

system, great sums of money. So large

an investment has been made in this

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

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. All of the city's sources of

revenue are, in the last analysis, in the

same place-in the pockets of the tax-

payers. The cost of municipal improve-

ments, of the care and maintenance of

public works, of the conduct of the city's

business and of the protection of prop-

erty and person within the city's territory-all must be defrayed by the tax-

payer's contributions in one form or an-

other. If one class of taxpayers-the

consumers of large quantities of water,

for example-are relieved from the bur-

den of payment, the load taken from

their shoulders must fall somewhere else

In short, if the city loses a part of its

revenue from water sales, it must in-

crease its income from direct taxation.

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

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 pron-

erty by a water company, as well as by

consumption,

a street car company.

necessity of urban life, that the burden

expensive features of its excellent water

prises in this neighborhood.

into the city by way of a railroad track

President Dunn's Success.

"The banquet of last year was one of the post notable in the history of the chamber. Thomas B. Dunn, who has filled the office of president for two consecutive years, signalized the occasion by having silver medallions cast as souvenirs of the event, one of which was presented to each guest. The annual banquets of the chamber not only en-gender a spirit of good fellowship but are occasions where distinguished citizens from other cities, prominent govthors, divines and scientists have made addresses which have claimed the notice of the leading journals of the Union. The of the leading journals of the Chinh. In Chamber of Commerce annual banduet is an event tooked forward to by busi-ness men of the city with pleasurable anticipations and the forthcoming one, the seventeenth in the history of the

chamber, will be up to the high standard already established."

A feature of the meeting of the chamerporation last night was the co mendation showered upon the retiring president, Thomas B. Durin, who was unantmously sequested by the nominat-ing committee to accept the presidency for the third term, and which monor he declined, not believing to the propriety of his serving again. On motion of Henry R. Huthaway, a rising vote of thanks was given Mr. Dum. Not only thanks was given Mr. Dunn. Not only has Mr. Dunn devoted much of his valuable time toward carrying out the channels projects but the has contributed the "sinews of war" to the profecting of

Secretary's Annual Report.

In the preface to his annual report nual meeting of the Chamber of Commerce corporation, Secretary John M. tyes declared that the report for the Year 1903 had for its keynote "prosperity year 1903 had for its keynote 'prosperity and progress." This year it is "achieve-ment and success." The propress of the city along all lines of commercial activ-ity during the last eight months was dewas deciared to have played no mesh part in this result. The hope was ex-pressed that the future would be marked by the acquisition of at least one thouof a fund with which to do ten times t

Ir. Ives went on to speak of the excel Howhester and Lake Outario Water com-pany, he thought could not but mercused the prespectly of the city. Reference was made to storage dam prospects and flood protection efforts. When the city takes care of the sewage now entering the river below the lower falls, it was declared that the river george would again become the same pleturesque and nominar resort it was twenty-five years der and Lake Ontario Water of popular resort it was twenty-five years ago. It was anonunced that a line of steamers will next submice tun from Brewers dock to Lake Ontario. The

city market and then went on to tell of the prosperity of the city indicated by the volume of bank and post-office bus-tness and business in local securities, quoting figures that were collected by, and exclusively published recently in

Some Things Still Needed.

The benefit of electric railroads to the city were touched upon and new lines, soon to be built, summarized. The steem bett line proposition was discussed and the belief expressed that the conference here of railroad metr would be prodies the of railroad metr would be prodies. tys of ninch good.

Building statistics furnished by Fice Margined Watter, were read, showing the great growth of the city along those those. A list of things natural stated in Rochester were siv

Rochester were given.

In conclusion Mr. Ives spoke of the pied of a large new hotel; a public liberty, a convention bull: crossrown traisfer there, a muon depot; a good sized purk cast of the city; public conventience startons in congested centers; and more public deridling formation.

The following that of officers, prepared he nombating committee to was rathed by the meeting

ago, was rathed by the meeting:

President Clinton Rozers; first vice-recaident, Robert A. Radger; second vice-president, Eghert F. Ashley; third vice-president, C. F. Clarfield; trustees to serve for three years. Ley) Adler, Wilmon Castle, Alvin H. Lewey, Mechael Doyle, J. J. L. Pricaccitel, J. Georse Kaether, Max Lawrathal, A. B. Lambertan, J. Y. McCurdy, George F. Roth, Wildam S. Riley, E. P. Reed, C. Walter Smith, M. R. Schontz, Albrecht Vogt, Philip Yawman; to fift viencies, F. J. Amsden, George C. Buell, A. T. Hagen, Henry S. Mackle, Charles Herbert Octampangh, George W. Ratter, William A. Sutherman, J. W. Ratter, William A. Sutherman, J. W. Ratter, William A. Sutherman, J. Proc. M. S. S. Marke, Charles Herbert Octampangh, George W. Ratter, William A. Sutherman. Post Extrese 12/20/04.

The Activities of the Chamber of Com-

merce-Room For Broader Usefulness.

Secretary Ives in his annual report for 1904 to the Chamber of Commerce describes the progress of the city in the year just closing as unpercedented in its history. And he calls attention to the fact that on the activity of Chambers of Commerce the progress of all commercial centers depend. He characterizes the institute or "the citizens' tribunal for safeguarding the people's rights, combatting the legislation inimical to their interes(s and keeping the city in the front rank with its sister cities throughout the land." He does not hesitate to say that there is demand for more interest on the part of the business men of the city in the Chamber of Commerce, and he appeals for a larger membership and the increase of the resources of the body. Certainly no business man should remain outside of this institution when its main purpose is to promote municipal growth and prosperity that will increase the returns of every business.

There is no doubt that there is plenty of room for expansion on the part of the local Chamber and that there should be a larger membership, as Mr. Ives urges, and a quickening of its civic spirit. It has not been as energetic in the past in "safeguarding the people's rights and combatting legislation inimical to their interest" as it might be.

Mr. Ives in his report speaks of the great value of Rochester's splandid water supply in putting Rochester in the forefront of progressive and prosperous communities in the country, yet he does not record any effort on the part of the Chamber to protect the city against the menace of a private water company which has been credited by three judges of the Court of Appeals with ulterior motives in trying to gain a foothold in Rochester, one of its motives being plainly the undermining the city's splendld sys-

No doubt the new era of progress that has opened up for the city will inspire a more general and more vigorous manifestation of civic spirit, the need of which Secretary Ives emphasizes. He refers to the fact that a well-known railroad magnate has stated that the city's growth will double within fifteen years, if his present ratio of progress continues, as calling for an awakened public spirit that will keep up the present pace of devel-

He urges the business men to "get together," declaring with good reagon that the membership of the Chamber should be from 1,000 to 1,500 rather than its present meager 400, "While Rochester needs the metropolitan spirit from its citizens," he declares vigorously, "It is receiving but tukewarm attention from some who should be enthusiastic and stronuous in heralding its advantages to the world and in encouraging every movement for increasing the commerce and social standing of the community."

It is to be regretted that Mr. Ives did not as well speak of improving social conditions in the community as of increasing social standing. There is a large field for activity on the part of the representative commercial organization of the city in improving social conditions, for, to us words of President Francis of the St. Louis Exposition which Mr. Ives quotes, "A man is short-sighted who will make his personal interests paramount to the general welfare."

There is every reason why the business men should encourage conditions of well-being and comfort among all classes of citizens. They should interest themselves in securing the most cordial relations between employer and employe. To is for their interest that wages should be good and work stendy, and that citizens are thereby encouraged to uplifting social activit ties. Their wants are thus increased and they make increased trade and manufacture by their expenditures.

The Chamber of Commerce has interested Reeff in altruistic projects, but it could do a great deal more along that line and not go outside of its function. It at present recommends a public fibrary and increased park accommodations and drinking fountains. Its members should enter into aggressive movements to secure such things.

The Chamber did well at its annual meeting in according Retiring President Thomas B. Dunn a special vote of thanks. Mr. Dunn has been selfmerificing to a noteworthy degree in his efforts to promote the city's interests while provident of the Chamber, and he has accomplished much for the general good.

Every citizen of Rochester can heartily subscribe to the proposition to erect a statue in one of the parks to the memory of the late Dr. E. M. Moore, the "Grand Old Man" who devoted so much of his life to the extension and improvement of the park system in Rochester. Secretary Ives of the Chamber of Commerce presents the suggestion that the right way to raise the money for the statue would be by popular subscription that would give everybody who desires a chance to contribute something toward the purchase price. There is no doubt but what the school children would be glad of the opportunity of offering testimonial of their affectionate regard for Dr. Moore by subscribing for a statue to him. The June Dec. 22/14.

IN ONE OF PARKS

WAY BUSINESS MEN WOULD HONOR DR. MOORE.

READY TO RECEIVE VILLAGE

Trustees of Chamber of Commerce Would Aid Brighton to Become Part of Rochester-Opposed to Having Cars in East Avenue.

The action of the Public Improvement of East avenue, was approved at the meeting of the trustees of the Chamber of Comnorce yesterday afternoon. The board exying to obtain uniform rates of charge r excess baggage in the various traffic sociations. In view of the proposal of e New York Central to improve its eight handling facilities in Rochester, the what improvements were needd and, perhaps, confer with officials of the timex the village to the city. It was the sentiment of the meeting that a memorial laced in one of the parks. President Phomas B. Dunn was elected a delegate to go to Washington, to urge legislation that will give the government greater power in called with interstate commerce. A paper on "Forestry in New York State," which will be found elsewhere, was read by County Engineer J. Y. McClintock.

The meeting yesterday was the last meeting of the Board of Trustees this year. There was a good attendance. Henry C. Brewster presided.

The Public Improvement Committee of the chamber, of which Henry C. Brewster is chairman, held a meeting Friday afternoon. December 2d. and adopted reso lutions to the effect that it would be detrimental to the property owners on East avenue and to the development of the whole city if street cars were allowed to run in the lower part of East avenue. These resolutions were referred to the Board of Trustees, which also adopted

Brighton Desirable Acquisition.

communication was read from the Rachester chamber to co-operate with it in trying to make excess buggage charges uniform in the various trailic associations. Because of excess buggage books not being generally accepted, great inconve ence, it is said, is caused representatives of manufacturing concerns and companies, who carry much baggage. It is suggested that "books of \$30, to be sold for \$20." be issued by the railroad companies and be generally accepted for excess baggage. In a resolution the chamber extended an offer of aid to the Buffalo chamber, Buffalo and Rochester are in different passen-

There was some discussion of the proposal of the Central Railroad Company to increase its shipping facilities in Rochester, and the matter was referred to the Committee on Railroads, of which Michael Doyle is chairman. It was suggested that the committee wight learn from ship-pers what improvements would be of ad-vantage to them, and then confer with officials of the company. The committee will have a meeting soon

In reference to the admission of Brigh-ton as part of Rochester, it was said that of the assessed property of the village, valued at \$825,000, \$250,000 worth was epresented by those who had in petitions asked that the village become a part of the t of the \$825,000 worth of prop-\$125,000 worth was New York Central Railroad property, and that the company never expresses a preference in such a matter, and that, therefore, the owners of more than one-third of the property inrested in the annexing of the village were in favor of the change. A resolution was adopted by the trustees, to the effect that 'we heartily tender our co-operation and sympathy in the efforts of the people of Brighton to become a part of Rochester, believing that Brighton would become a

drable part of the city."

Memorial to Dr. E. M. Moore. The matter of some sort of suitable emerial to the late Dr. E. M. Moore Manigland Hospital to the treatment thereulesis and name it the "Moore emorial Hospital," for Dr. Moore, was a sufficient acknowledgment of the feht the city owed Dr. Moore, but that a to him should take a mo stid, president of the Park Commission, the father of the park system, president of the Board of Trustees of the University of Rockestor, president of the Historical So-ciety, president of the Monroe Medical Sooid, provident of the Park Commi ciety, president of the Public Health Ass riety, presented of the roots I calls Asso-spillon, but pre-eminently the first citizen of Rochester; and it was urged that a sulfable memorial to him should be erected in one of the purks. A. B. Lamberton and others spoke in favor of the idea of having orial in one of the parks. C. P. who was unable to be at the meet-nt word that he favored the build-

a memorial in a park, or considerable discussion it was sug-that the chamber request Mayor and the officials of the various orations referred to, to co-operate with

For Control of the Railroads.

Recause of its being the anyenient for a held in the early part of January, be installed and the special committee on the proposed Genesee valley steam helt line will report.

Members elected at the meeting yeste day were: White Wire Works Cor Arthur Warren, No. 695 Powers building, president: Plumb & Plumb, attorneys, No. 612 Wilder building; Barker & Jordan, brokers, No. 430 Powers building; H. J. Emerson, manager of the Mutual Lire Insurance Company, Granite building; Wile Power Gas Company, No. 212 Cutter building: Frank A. Remorque, fire insur-ance broker, No. 627 Powers building: Watson A. Brown, of the Pilot Ribbon building. Democrat.

FAVORS GREATER STATE FORESTS

HILLS SHOULD BE PLANTED SAYS M'CLINTOCK.

CITIES MANY ADVANTAGES

Chamber of Commerce Indorses Proposition That Forests of 10,-000,000 Acres, in Nearly Every County, Should be Maintained.

A paper on "Forestry in New York of the trustees of the Chamber of Comforest preserves of the state should greatly increased and more carefully man tained, received the approval of the chaber. Several of the trustees, among wh were A. B. Lamberton, president of Park Board; William C. Barry and L. P. Ross, spoke of the importance of preserv-ing the forests of the state and country. Mr. McClintock was recently appointed

by Governor Odell one of five delegates to represent New York state at a Forest Congress to be held in Washington January 2d to 7th. The paper he read yes-terday he will read again at the congress next week, and he will ask that a resolu-tion appended to it be adopted. Resolutions adopted yesterday afternoon

Whereas, Mr. McClintock presented a pa-per on "Forestry in New York State," with a resolution which as a delegate representa resolution which as a delocate represent-ing the state at the Forest Congress, to be held in Washington from January 24 to 7th; he will read.

Resolved, That the Bushester Chamber of Commerce heartly inderest the paper and resolution, and instructs four to present them at the Forest Congress; and, further Resolved, That we strongly induces every movement to secure the broad and full de-

by the Chamber of Commerce follow:

Sentiment in New York.

State's Present Holdings.

Distribution of Forests.

Uses of Small Forests.

this would compromise more than 10,000,-700 acres, of which about 6,000,000 would be in one great body, lying in thirteen counties, covering the Adirondacks, Including Lake

george, the west shore of Lake Champlain. Lyon mountain, and excepting the lower Black river valley proper, include the great forest on top of Tag lill, between the Back and Mohawk rivers.

Another great forest would comprise about 1,000,000 acres lying in five counties and covering the Catskills and Helderbergs, and still another would compromise about 1,250,000 acres lying along the Southern boundary of the state in seven counties.

In addition to those there might be 1,250,000 acres distributed amongst thirty other counties, in forests ranging in size from 2,00 acres in the rich country of Wayne to possibly 300,000 acres in Surfoli, inclinding the sandy shores of Long Island. In order to learn the opinion, on this subject, of this congress, I submit the following: I congress that of that it is the opinion of this Forces Congress that the would be wise scope of its offerts.

ferent rates that are charged by the ferent transportation companies. It was voted that the local Chamber of Commerce was in sympathy with the project and would do all possible to accomplish the desired end.

Annexation of Brighton.

There was considerable discussion in regard to the effort on the part of many residents of Brighton to secure the annexation of part of that town to the city During the discussion was stated that the assessed valuation of the town is \$825,000, and of this \$250,000 is represented in the petitions which have been presented for annexation. romainder \$125,000 is owned by the New York Central Railroad, which, in such a matter, never takes sides either way.

The point was brought out that those who had already peritioned for the an-nexation represented about one-third of the assessed valuation of the town, and t is understood that a large number of the taxpayers whose names are not on the petition are favorable to the project. After considerable discussion of the mattor, resolutions were adopted that the trustees of the Rochester Chamber of Commerce were heartly in sympathy with the people of Brighton in their efforts to become citizens of Rochester.

Dr. Moore Memorial.

The next thing that came up for con-ideration was the matter of a suitable nemorial to Dr. E. M. Moore, father of the Rochester park system, In the cussion of this matter it was stated that, while Health Officer Goler's proposition tive to making the Municipal Hospigood thing as far as it went, in the opinrial should be something of which the permanency was assured. It seemed to be the feeling that the hospital project yould not be a sufficient acknowledge nt of the services rendered to the city

esident of the Park Commission, as Historical Society, the Monroe County dient Association and of the Roches advancing the westare of the city, as shown by his active work in these or-ganizations, it was thought it would be more fitting that some kind of a me-morial should be erected in one of the public parks of the city.

Rochester's First Citizen.

One man expressed the sentiment, and the others endorsed it, that Dr. Moore was pre-eminently the first citizen of Rochester during his time and that well as citizens in general, should labor diligently towards securing a suitable recognition of him in one of the public parks of the city. During the discuson President Lamberton, of the Park Roard and several others spoke in hearty endorsement of the project. E. P. Ford was unable to be present but

eart in a request that he be recorded as being in favor of the plan. It was suggested that the Chamber of ree request Mayor Cutler and the matter so as to bring about the de of Commerce to act as the chairman o a joint committee which will be appoint-

McClintock on Forestry.

County Engineer J. Y. McClintock, who has been appointed by Governor Odell as one of five delegates to represent the State of New York at the Forestry Congress which is to be held in Washington from January 2 to January 7, read a paper which he had prepared to read before the Forestry Congress on the forestry of this state. Mr. McClin-

THE ROCHESTER HERALD, FRIDAY, DECEMBER 30, 1904.

The people of New York flave long been convinced that its forests should be preserved sind that its forests should be preserved with woods. Each political party flavors it and there has been no adverse criticism of the expenditure made during a few years for the purpose of beginning the work. IN FAVOR OF ANNEXATION

Trustees Take Action on Proposed Addition of Brighton to City -Approve of Memorial to Dr. Moore in Public Park.

The last regular neeting of the year was held yesterday afternoon by the trustees of the Rochester Chamber of Commerce, There was an unusually large attendance and the meeting was a long one, a number of subjects of in-terest being discussed. In the absence of President Dunn, ex-President Brewster presided. The resolution relative the keeping of the trolley cars off East Avenue, which had been referred to the trustees by the public improvement commilitee, was taken up and, after some dis-

cussion, adopted. nunication was received 'from the Buffalo Chamber of Commerce rela-tive to making uniform the excess baggage charges among the various traffic associations. The co-operation of the lo-cal Chamber of Commerce was asked in trying to secure the issuance of \$30 excess baggage books, similar to the mil age books now issued by the railroad companies. The idea is to make those books interchangeable from one road to another, so as to do away with a great

tock stated that he considered the sul Ject so important in every way that he had read the address to the trustees for approval before presenting it to the co greas to which he is a delegate. Resolv-tions were passed stating that the Chamber of Commerce heartly endorsed every movement calculated to impro the forestry possibilities of the state.

Interstate Commerce.

A communication was read from E. P. Bacon, chairman of the Interstate Commerce Law Convention recently held in St. Louis requesting the Chamber of Commerce it possible to take some decisive action on the question before the close of the present session of Congress. The letter also contained a request that if possible some one be sent as a delegat to Washington to help secure, if possible the enactment of a bill giving to the in terstate Commission more authority tha it at present enjoys. A resolution passed stating that the Chamber

BELT LINE COMPANY

Plan to Form One Independent of

the Railroads.

County Engineer McClintock Will En-

deavor to Get the Chamber of Com-

merce to Indorse Project Next

Monday Annual Dinner Plans.

At the meeting of the Chamber of Com-

Engineer J. Y. McClintock will urge that

steps be at once taken to form a company, independant of the railroads, to launch the

belt line project for hourly train service be

tween Rochester and the towns of the Genesee valley. Continued investigation of

the project from various viewpoints since

he first evolved it, has convinced Mr. Mc-

Clintock that it would be well nigh impos-sible to get five or six different railroad

companies to enter into the clese coopera-

roads attempted to operate the belt line project themselves. The best solution of

he problem, Mr. McClintock thinks, is

o interest capitalists in an independent company that will provide the rolling stock

and other equipment and then make ar-

next Monday that the Chamber of Com

merce corporation go on record in favor of such a plan and take active steps to put it in operation. The chamber members has

roughy favored the belt line project from

the first and, it is believed, will follow out Mr. McClintock's suggestion. Secretary John M. Ives told a Post Ex-

cess reporter this morning that no formal

communication has been received from any of the railroads represented in the belt

except from the Pennsylvania. A high official of the Pennsylvania system has

written to Lewis P. Ross, stating that the

and that a report would be submitted to the chamber in the very near future. Each

of the six rallroads represented at the

meeting has been sent a verbatim report of the conference and blue prints prepared by Mr. McClintock, Another conference will probably be called before long.

The annual chamber banquet, to be held text month, will probably come up for consideration at the meeting Monday former Fresident T. B. Dunn expects to

amendment agitation. Post Extress,

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and alding in the interstate of

ie conference here since that meeting

Jan. 5/05_

matter.

The question of changing the date of the meetings of the trustees from the last Thursday in the month was brought up and it was decided that as the meetings on that day conflicted seriously with the business engagements of a number of the members the time of meeting should be made the last Wednesday in the mostly. In order to make this efthe month. In order to make this e fective it will be necessary to submit it matter to the next meeting of the co poration. This meeting is usually held poration. This meeting is usually hear the first Monday in January, but as next Monday is a holiday the meeting will be hold a week later.

The following new members were admitted: White Wire Works Company,

Arthur Warren, Plumb & Plumb, Barker and Jordan, H. J. Emerson, Wile Power Gas Company, Frank A. Remarque and W. A. Brown.

STATE FORESTS

County Engineer McClintock Recounts Their Advantages.

SHOULD COVER WATER SHEDS

Mr. McClintock, in an Address To Be Read at National Forestry Congress in Washington, Tells of Forestry Conditions in This State and Makes Some Suggestions.

County Engineer J. Y. McClintock, as one of the five delegates appointed by Governor Odell to represent this state at the Forestry Congress which convenes at the national capital next Tuesday, has prepared an address which he wil read before that body. In it he cites the advantages of placing the available lands of the state in charge of a forestry commission and gives some interest-ing information relative to the lands which are already included in the for-

ests of New York. He says:
"While the delegates to this convention may be convinced of the wisdom of establishing public forests, there are but few people in the com-munity knowing enough about the sub-ject to form an intelligent opinion; and yet any action by the authorities in that direction must be sustained by public opinion. Therefore I desire to present some points in connection with the problem in New York State, and ask for an expression of opinion by this convention lowing that it will have great weigh

with our citizens.
"The people of New York have lon been convinced that its forests should be preserved and that its hills and mountains which have been denuded should be reclothed with woods. Eac political party favors it and there has been no adverse criticism of the ex-penditure made during a few years for the purpose of beginning the work.

Impossible To Explain.

"The state is practically out of debt and is being run without appreciable direct taxation. There is no place on earth where intelligent forestry operations will be beneficial to so large a number of people, or to so large an ag-gregation of invested wealth. It is im-possible to explain, why in the interest of the people the great Empire State, after making a good start in the direction of purchasing the forest lands. hould suddenly stop, while that which t already owns is being neglected, and that which it will be necessary to buy nually advancing in price or be ing tree has been removed by the wo hol and charcoal manufactures, fol lowing after the lumbermen, tanners and

Public Is Skeptical.

"The subject has been treated in such a way, that the public are led to believe, that either the friends of forestry are not convinced by their own arguments, or that the department is not able to handle so large a business. The state began to buy forest land and se cured several of hundreds of thousands of acres, at prices which seemed reasonable to all men conversant with the subject, and yet the appropriations were cut off and the work stopped. The state assisted in establishing a forestry school, the importance of which can not be overestimated; and at the firs little puff of adverse criticism of it withdrawn and the school was closed,

"The present state holdings of land as so scattered and interspersed with private holdings, that it is obviously impossible, at any reasonable cost, to ap ply intelligent forestry methods to them them from lumber thieves and forest fires.

Long Boundary Line.

"It is probable that the land now owned by the state in the Adirondacks, about 1,250,000 acres, has a frontage o fully 10,000 miles upon private lots ranging in size from 40 acres to 90,000 where-as, if it was consolidated, the length of indary might be reduced to 200 miles marked, and on one side of it is state woods or brush, and on the other side of it hundreds, if not thousands of men are cutting timber and wood and burning

brush, it does not seem strange in the department is unable with he appropriations available, to protect it.

"The difficulty is also immensely increased by the provision of the Constitution prohibiting the cutting or removal of any trees from the state lands. When this was put into the Constitution the public did not have confidence in the forest officials, and the condition reminds us of the natural and divine law, that the sins of the fathers shall be visited upon the children, even unto the third and fourth generation. It is earnestly hoped that before many years the forestry department will be organistic constitution to the commission provided the public of the commission relation to the transportation of cairly when a single hour's delay was shown in counties, which are not adapted to agriculture or profitable grazing."

Secretary lives of the Chamber of Commerce, received this morning extracts from the report of the Industrial commission familiant."

ATTACK ITS LEGALITY

ATTACK ITS LEGALITY

Anti-Barge Canalers to Have Eminent the forestry department will be organ ized on such a basis as to command the confidence of the community, to the ex-tent of permitting the removal of this

The Time Has Come.

provision of the Constitution.

"The time has come when the forest problem of New York State should be taken up boldly, and solved on the broadest scale. Every community and

broadest scale. Every community and every citizen has a vital interest in it.

"The protection of the sources of water supply to our cities, the increase of the value of our beautiful streams and rivers for navigation, development of power, and propagation of fish, the establishment of the most efficient and enjoyable health and pleasure resorts, within reach of the common people, and the pergament maintenance of countless. within reach of the tenance of countless industries, ministering to the need and comfort of all, depend upon the proper solving of this problem. The forestry work should be spread over the entire state, so as to bring it in contact with

state, so as to bring it in contact with the largest number of citizens, whose opinions and votes must sustain it.

"There are 61 counties, in all of which, excepting five or six there should be a state forest. In some it would cover the larger part of the county, while in others it might not exceed 1,000 aeres. All lands not fitted for agriculture or profitable grazing, whether in the Adirondacks or the Catskills, or the foothies of the Alleganies, or on the shore hills of the Alleganies, or on the shore of Long Island, should be under proper forestry management.

Should Cover Water Sheds.

The water sheds where the water "The water sneds where the water supplies for the great cities are col-lected, should, as far as possible he covered with forests. While Philadelphia is expending huge sums for filtering its water supply after it has been contain inated, and other cities are forced to d the same, it appeals to our common sense that where it is possible, it would be better to collect the water from forest clad slopes rather than from highly cultivated farming land. For this son the most attractive source the additional water supply to New York City is the Catskill region, where a great forest can be most advantageously established and maintained.

Rochester Starting Forest.

"The city of Rochester, which takes its supply from Hemlock Lake in Livingston and Ontario Counties, has expended hundreds of thousands of dollars in purchasing a strip of land all around the lake and has begun to set out forest tree seedlings to start a forest on its big plantation. It has also started a ting forest around its sec reservoir in Monroe County. It will be found advisable to protect with more or less forest, Skaneatelles Lake, supplying Syracuse, Conesus Lake, supplying Geneseo at A Avon, and other lakes supplying cities

"Even in the r'ch agricultural counties, there will always be a local demand for wood and timber, and there are waste eas, and exhausted tracts, which coul well be put into forests, for the pur pose of supplying the local demand and do away with the necessity of woo lots on each farm which are run usually in a wasteful manner and occupy to valuable land.

Recreation Areas.

"These small forests would afford to most attractive recreation areas for the neighboring localities, and after two or hree generations they could be turned back to agricultural use, when new soil will have been formed. The plan fol-lowed in New York has been to confine the state forests to an area of about 3 1-4 million acres in the Adirondacks and a few hundred thousand in the Catalilla. This should be enlarged as to make the limit to be striven for include all of the unimproved or forest land in the state.

A Large Acreage.

000,000 acres of which about 6,000,000 would be in one great body, lying in 13 counties, covering the Adirondacks, including Lake George, the west shore o Lake Champlain, Lyon Mountain, and excepting the lower Black River valley proper, include the great forest or top of Tug Hill, between the Black and

"Another great forest would compris about 1,500,000 acres lying in five counties and covering the Catskills and Helder bergs, and still another would compris 1.250,000 acres lying along the southern boundary of the state in seve

"In addition to these might be 1,250,000 acres distributed amongst 30 oth countles, in forests ranging in size from 2 000 acres in the rich county of Wayn to possibly 300,000 acres in Suffolk including the sandy shores of Long

"In order to learn the opinion, on this

olved. That it is the opinion of this Forest Congress that it would be

Anti-Barge Canalers, to Have Eminent

Conference of State Leaders of the Movement Is in Progress in New York City To-day-Old Canal May

Be Used as a Club in Fight.

Legal Advice. 'N'

Lewis P, Ross, the Rochester member of the state committee that conducted the canvass against the \$101,000,000 barge canal appropriation in the 1903 elections, received n wire from John I. Platt, the Poughkeepsie anti-barger, late yesterday afternoon requesting that he be present at a meeting of the state anti-barge committee to be held to-day in the rooms of the Transporclub in New York city. In his me sage Mr. Platt referred to the gathering as a "very important" one. Anti-bargers here conversant with the plans to fight the person legislative session, say that the conference to-day not only has reference to hese plans but also to efforts that a ikely to be made in the near future to tes in the courts the constitutionality of the barge canal act. It is understood that one of the best constitutional lawyers in stated by some to be Elihu Root, dings at the meeting of the anti-bargers

The first hint of a possible transfer of the barge canal struggle to the courts was made by Mr. Platt when in Rochester an few weeks up in the course of a hasty anti-barge cand fence repairing four up the state. At that time Mr. Platt hinted to Mr. Ross and others prominent in the Chamber of Commerce that there were grave doubts as to the legality of the barge canal act and that he proposed

having the matter thoroughly sifted.

It is understood that the present Eric canal is to play an important part in the attack on the constitutionality of the bargeway. When Mr. Platt was in Rochester be

ton barge canal act of 1965 was possible of consummation by the legislature without resubmission to the people as long as no oneys had been spent in the actual con atruction work of the barge canal. This is the exact simution at the opening of the legislature to-day, and the anti-bargers propose to take full advantage of it. Plans for doing so will be fully developed at the conference. It is stated that one of at the conference. It is stated that one of the first bills introduced into the legisla-ture will be one by Senator Ambler, of columbia county, providing for absolute ropeal of the barge canal act. This move was exclusively forecasted in The Post

Express some weeks ago.

Mr. Ross told a Post Express reporter his morning that previous business en-engements would make it impossible for him to attend the conference to-day. Mr. Ross declares that he still believes the

DUNN TO CONSULT CHAIRMAN BACON

Will Go to Washington to Further the Interests of New Interstate Commerce Law Legislation.

Within the next two weeks former prestdent T. B. Dunn, of the Chamber of Commerce, who at the last meeting of the trustees of that organization was appointed as epresentative to go to Washington and and in the movement for the enlargement of the powers of the Interstate Commerce commission, will get in personal communi-cation with E. P. Bacon, chairman of the Interstate Law Convention Executive comcrital. Mr. Dunn in addition to being the t the St. Louis Interstate Law convent to push the agitation in the interests of shippers everywhere. In conversation with a Post Express reporter this morning, Mr. Dunn said that there had been no developments in the matter in a legislative way since the president's message to congress in which was embodied a substitutial in-ducement of the alms of the Interstate as the Cooper-Quarles bill mirtoe hopes to be able to get passed

during the present session.

Mr. Duno said this morning that promoters of the agilation are raising a fund of \$25,000 to be used largely in getting out literature for the education of shippers as to the needs of new interstate commercial

"One of the complaints that was the suband other South and West states relative

ROCHESTER DEMOCRAT AND CHRONICLE, SUNDAY, JANUARY 1, 1905.

Year of Heavy Loss of Property Was Also Year of Marked Advance by Flower City in Many Directions

Besides Great Destruction by Fire, Loss of Life by Casualties Was Heavy. Over 100 Violent Deaths

EVENTS THAT WILL FIGURE IN HISTORY

Destruction in Dry Goods District and Hart Murder Happenings of More Than Usual Interest

Among the events of 1904 a few stand out with startling prominence. Early in the year the city suffered its greatest fire the retail dry goods district were de-

A sensational murder in the nearby town of Webster for many days held the attention of county officials and the people of Rochester. The body of Cora B. Hart, placed in the cellar of the packing hogge of J. F. Hallauer, and the place was set on tire by the murderer or murderers. The nquest, the subsequent arrest of Ervin M. Smith, and the indictment of Smith

In 1904, 119 persons met violent deaths. Nearly all the deaths recorded under the lead "Casualties" occurred in Rochester. In no case is a casualty mentioned that was not a fatality. Accidents of minor Tairty-nine deaths of the 110 were steam

railroad cases, Other accidental deaths occurred as follows: Drowning, 32; falls, 14; street car, 8; asphyxiation, 6; burns, 4; suffocation, 1; various other causes, 15. Of those who died by their own bands,

eight chose carbolic acid as the means, There were seven hangings and six shootings, and a number of cases of suicides by her means. Three of the homicides concerned Italians. Of these cases the riot at Egypt undoubtedly attracted the most attention. In it William Dean, foreman of a gang

of laborers, shot Luigi Costantino. Dean awaits the action of the Grand Jury.

Under the caption "Crimes" are noted several that created a stir. The case of Cyrus B. Wagar is too well remembered Cyrus B. Wagar is 100 weil remembered to need more than mention. Wagar's appeal is pending. Just as the old year is preparing to abdicate in favor of 1905 comes the news that the Court of Appeals has affirmed the conviction of Ge

Smith, of Churchville, tried on a charge 67 murder.
The year saw many events of general the year saw many events of general interest. The threatened flood of early February, the consolidation of the Rochester Gas and Electric Company with the Rochester Light and Power Company, and the purchase of the stock of the Rochester Railway Company by the merged companies, were followed by Mayor Cattler's campaign against the Street Railway Company for better service the 'ompany for better service, the assura of the construction of a new armory for the National Guardsmen, and the disap-pearance of Asher R. Gates,

The lire loss the year exceeded \$3,500. Among the happenings of the year were

Homicides.

May 27. Body of male infant, stransled at th, found in a satchef on a ledge at upper August 9-John Gallagher was shet at Dumbe while breaking into a geocory store. September 5-Semblizio Marionetti stabbed to death by Luki Musiano in tight following Labor Day parade. September 15-Joseph Basintis shot and kitled his wife, Annie, thinking her a bur-gler. November 1 Foreman William Dean killed Laigi Costantino in row with Italian gang of working at Egypt.

Deaths. January 11 Edwin Oren Sage, 72 years, February I Mrs. Catherine Noxon, 98 February 29 - Alonzo Slaight, No. 79 Chestreh 7-Former Mayor James Brackett, 86 years. April 8 William Vicinus, 73 years, Injured In Fall in February. April 16 John DeMallie, 74 years, pneuneedla. April 27 Bernard F. Martin, 52 years, heart failure. May 21 Dr. Lewis B. Andrews, 40 years, nonth,
27 - August F. Raveret, 50 years,
49 - Reulien D. Jones, 88 years,
48 - Rev. Thomas Jefferson Blassell,
Ph. D., D. D.
23 - William D. Allis, 85 years,
ust 15 - Rev. Isane N. Daffly, 58 years,
of West Ayrime Methodist Church,
uniter 11 - Leonard Hankle, 79 years,
barlion of diseases. Detaber 13 -- William H. Averill, 55 years, October 13.-William H. Averill, 55 years, apopiety, Sovember 5.-Alderman James H. Casey, 41 years, effects of operation, November 8.-James H. Barrett, general suparintendent of Buffalo, Rochester & Pitts. December 22.-Mrs. John B. Prentiss, No. 19 Park avenue, heart frouble. December 21.-Anna Rochester Cuming, 57 years, No. 127 Spring street. December 21.-Anna Rochester Cuming, 57 years, No. 127 Spring street. December 20.-Mrs. Mary J. Amsden, 88 years, No. 42 Prince street. General.

mary t. Chamber of Commerce held at banquet, mary 8—Liceuse of Empire Theater re-dy, hismilledent protection against fire, nuary 14 Annual banquet of Credit 8 Association, mary 15—Grand Jury recommended or protection against fire in county build. in show opened organy 6 Soviety of Genesco held un-bunquet in Waldorf Astoria, New York

II 1-Captain John Baird retired from Department, 1 - Market and armory sites an-by Common Conneil, 7 - Phennistle Signal Company and Signal Company, of Buffalo, consoli-

egun.

June 10 Rochester Gas and Recycle Company
any and the Rochester Light and Power
outputy consolidated. Stock of the Reches
er Railway Company purchased by the
nerged companies.

June 16 - Contracts let for construction of Rochester & Albion Raffrond Company's like. June 15 - State G. A. R. encampment

(3) Rochester & Eastern motorman of for running baggage car in streets diester runnawfully. 20.—Sure architect submitted floor for new Armony, account Rochesto.

August 16 Captain C. A. Simmons elect-epartment commander of the United Sur one is reminimater of the United Sour var Veterans, oust 24—Head-on collision on Rocheste stern Railway. tern Ballway, uniter 1 Francis Schooffel took office outs white of police, ember 16 E. M. Upton made general cember 18-Asher R. Gates, Baldwins outractor, disappeared her 7 - New curs ordered by Rocheste by Company as a result of demands of ninin notel.

Detaber 10 -Rev. Ray Allen, assigned to Roy-churck, folind doors locked against n and did not hold services.

Sovember 28 -Sergenni John H. Sherwood ligned from the police force.

5 Principal James M. Cook, No.

January 4 Smaling corset store, \$3,000

January 1 Staning
January 18 Gundheh-Manhattan Optical
January 18 Gundheh-Manhattan Optical
Company, 825,090, unknown origin.
January 19 McMillian Lithegraph Company, 811,400, unknown origin.
Total fosses for month, including small
free, \$42,145.
Bickford furniture store,
\$60,000, unknown origin. February 23 Blekford furniture store, February 25 Dudley Freeman photograph studio, 82,000, nakoway origin. oss for February, breinding small .750, Reynolds Areade, \$12,000, un 23 Vogne Tailoring Company gus jet. | 29—Home of Mrs. Edward O. Stone | Jones street, \$2,500, overleaded for Total fire loss for March, including small es, \$18,245. April 5-Kirk Leather store, \$3,000, from April 23 Eureka Ciab, \$10,000, nakaowa April 25 Briggs building, Mill street, \$3,000, unknown origin. Total fire loss for April, including small fires, \$17,540. Total fire loss for May, all small fires, \$1,000. Total fire loss for May, all small fires, \$1.055.
Total fire loss for June, all small fires, \$2.500.
July 6-J. C. Hughes Modding Company, \$15.000, unknown origin.
July 29-Monroe County Savings Bank building in St. Paul sireet, \$6.000, unknown Total fire loss for July, including small fires, \$55,000. Bres. 855,000.
August 5. Woodbury grocery, Main street cast, \$1,000, inknown origin.
August 6.-4564/horative Foundry, \$6,000, probably spontaneas combination.
Total fire loss for August, including small flows, \$8,000. Total tire loss for August, including small fires, \$8,000.
September 14 - Five-story manufacturing building, Minerya place, award by New York Collegen, \$5,000, unknown origin.
September 16 - Poggendorff furniture factory, No. 160 Cady street, \$1,000, shavings near boiles.
Total fire loss for September, including small fires, \$7,107.
October 27 - Vanor & Montgomery shoc factory, \$35,000, unknown origin.
October 27 - Vanor & Montgomery shoc factory, \$35,000, unknown origin.
Total fire loss for October, including small fires, \$60,000.
November 25,000 unknown origin. November 25 Obl Model Mids building Water street, 86,000, unknown origin.

November 27 Brick Church Sunda) school room, 88,000, unknown origin.
Total fire loss for November, including small fires, \$14,000.

wa origin, occuber 16 Bickford-Schantz Company, 000, flash from motor, otal for December, including small fires, \$242,500. Total fire loss for year 1904, \$3,534,792

Casualties. January G. Conrad W. Brann killed in East Rechester yards of New York Coural, January 9. Leelle Lawlitte killed in fail same blind bagage of Central train. January 18. Early loop of George Magnard mothered in January 19. John Craft killed at Entreety avenue crossing of New York Central, January 29. So and R. Taylor died of consumption brought on by an assault, January 24. Salvatory Genari killed by Central train a Chulbian street bridge, January 24. Salvatory Genari killed by Central train a Chulbian street bridge, January 21. Souli R. Leavens samby Nation by 1901 gas. y soul gas. February de Wyllinin A. Stewari klibol in ast Rochester yard of New York Central. February 8 s-Joseph Redhend broke his ceck in fall down stairs at No. 117 Bartlett

street.
February 12—Edward George killed by New York Central train at Despath, February 16—William Queman killed by Penasylvania Ralledad train at Mt. Marchs, February 18. George E. Rappleyea killed by train in East Rochester yards.
February 26—Patrick H. Griffin died from injanies received in fall down stairs at No. 48 North Washington street. program; provided in fall down stairs at No. North Washington street.
March Washington street.
March Talbert McBride, New York Central inspector, crished between cars.
March 11—Luknown man, supposed to ave been Daniel Burns, drowned in river all ours street dam.
March 12—Simon Hoover died at almsouse from injuries received in a full March with

om March 12 Engene Miller killed by New ork Central train by Fabricov.
March 17 John Bustman died from inurles received by being struck by struct. March 23. Fernancio Romando killed by sw York Contral train at Rock Cut. March 25. Christina Jaccket killed by St.

March 25 Christina Jacekel killed by St. Paul street car, March 30 William Baird dragged to death April 1 Marjoric McLionald killed by fall elevator shaft. April 2 John Curns killed in Erle railroad yards.
Alvelt 6 - Lizzle Atkinson died from offeets
of fall downstafts at No. 44 Pifth street.
April 22 - Mrs. Elizabeth Gray run down
by tonin of horses, field May 4th.
April 30 - Rody of unknown bifant found in
cannal at Molgs street.
May 11-Bodg of it 1 Holgate found in
cannal at Culver street.

May 11-hour in the Hogaric found in canal at Univer street.

May 15- Thomas VanDusen died from in juries received in fall from train at Lo. Roy May 22- Gattono Passagaal died bijurie received by belog struck by street ear.

May 24 - Pauline Rachman drowiech from May 26. Body of William Bettner pulled from canal on the line of a fisherman. May 27. Valentine Windingle drowned in canal at Western widewaters. May 27. Prank Speideff their from opera-tion after being run over by street car. May 27. William Roth drowned in canal feeder.

30-Ehen Norton shot himself while ing.

June 10 Andrew Wallace drowned in
canal at Alexander street.

June 10 George Relse killed by New York
Central train at Charlotte.

June 12—Michael Slattery killed by train it East Rochestor, June 16—Hertha Koplo died from in-pries received in fall into pail of scalding varies. dune 18 John Beachel drowned in canal 19 - Michael Moore killed by train at the William Skillon killed by train 24-William Wolcott drowned in the June 28 Male baby found in canal; not dentified. 26-Edward Hartley drawned in bine 27 James Tailey killed by Rome, derrown & Odgensburg train; asleen an k. me 28 Frederick Deisenroth fell from Breeze ear, receiving lajuries from June 28-Frederick Detseurch fell from Sea Bretze ear, receiving injuries from which he died.

June 29-John Tool killed by New York Central train at Otls station.

June 29-Joseph Otz killed by New York Central train at Otls station.

July 2-William Barry and William J.

Ort, students at Sl. Bernard's Scathon, July 2-George Melbonald killed by Inffalo, Rechester & Pittsburg train; own carolessness.

July 8 Jake House, gas, Hackett House, gas, White Strenk filtz killed by train at Muky 8, Frenk filtz killed by train at least of the strength July 15 Everyn Fink ate nux vemies pills,

Sidowaters, tohn Fellskey drawned in Lake July 22 Frank Ryan drowned in Lake nitario.
July 24 - Charles Slonghton asphysiated a No. 67 Brouson avenue, filandarida gas.
July 29 Processa Ringle was folled white Jumping" a train.
July 30 August Burbott killed in Mantou tailway collision; 14 hort. John Jug. a Train.

Joly 39- Angase Burbott killed in Mantou Rallway collision; 14 harf,
July 30- Frank Ryan drowned in bake Onlatio near Higney's Bloft, oranges
July 30- John Sidare killed on Bookester & Eastern car, stuck head from window and bit pole.

August 2- James Griffith killed by Buffalo, Rochester & Pittsburg train.

August 2- Thomas Wendergass died from highress received by hein; stuck by saw bean at Rochester Car Whool Works.

August 3- John H. Arkand drowned at lock No. 64, Brighton.

Rochester & Pittsburg train at Scottyllo, Rochester & Pittsburg train at Rochester Rochester & Pittsburg train at Scottyllo, August 12-Acoust Precedured from Injuries Precedural by Inductive track by a Intellige blook

cust 26 Jacob Werner drawned in river 28 Frank Luctwoller desward in Not McDonald drowned In August 30 Loren G. Parsons killed by Lebigh reals at Honeove Falls, September 5-Frank Franci drowned in 7 - Philip Heliz killed by burst wheel at Phenmatic Signal Comther 10 Charles Tanner killed I on Buffato, Rochester & Pittsburg Soptember 10 James O'Malley killed at comford in Buffalo, Rochester & Pittslarg uber 13 Bridget Hasford killed in Sania Halfroad yards, uber 14 Charles Keanedy drowned r 20 John Cappron asphyviated r 20 Ida M Hock took overdos t Lock Berlin nher 28 Otto Nowak killed by train John Miller fell down elevator October 3d, 6 Afred Noyes killed in auto-ident in New York, 6 Charles Wunch broke neck in ber 0 James Reilly killed by South 11 George W. Roche killed in

York Central train at Rock Cut.

November S- Daniel E, Cross died Irom
Injuries received in Jul Trom bleyele.

November 10 - Harry Eight found dead on
New York Central tracks at Lincoh Park.

November 12 - Body of John C. Aman
found in Penifield creek.

November 12 - Mrs. Cornelius Sexton, of
Groece, died from Islading coal gas in her
home November 10th.

Navember 12 - Audrew Hogan killed by
New York Central train at Culver street.

November 13 - William J. Gibbin killed by
New York Central train at Hagne street.

November 25 - Cornelius Sixton, of Groece,
died from officets of coal gas inhaled at his
home November 25 - Genelius Sixton, at Groece,
died from officets of coal gas inhaled at his
home November 10th. receiber 2-T. H. Metiraw killed in Dal Texas.

G George Wittman killed by

Crime. party in Herbert and William Elifott y teed to Auburn prison for burglary, y years and six mentis each; reary 11—Thomas McCullough found of burglary, first degree.

12 Cyrus B. Wagar sentenced to m for criminal operation on Ethelm, a high school girl; appent pending, in Federal Grand Jury Indicted the A Booth for frandicion use of the ottaries fired packing plant o Coroner Kleindienst began in

18. Ervin Smith, lover of "Birdle" arrested on murder charge, 21 Frederal government held up mail floud Jobbing Company on a fraud. nalls; July 30 Myron Korr, motorman, arrested or manskaughter in the second degree, by anoing Mandrou raffway weeck.

August 2 Inquese in Mandrou wreek begun by Coroner Kleindenst.

August 16 W. J. Fewers charzed with translutent use of the malls. (Gloro Sulvente Company). October 26 Grand Jury returned against Ervin Smith for murder of lagiouse ervis South for murger of "Bredge" Hart, of Webster, with whom he had been intimate for six years. October 28. Myron Kerr Indicted for man-slaughter, second degree, in that he was re-sponsible for death of August Burbot! by varieting Manifor indiway week. Navember 16 of hypotyllic bank leoted December 2. William Dean arrested on charge of murder by shooting (ang) Costan-tine. tine.
December 3. Charles E, Kruger arrested of charge of forgrey, second degree Describer 6. Police Sergonal John H. Sherwand arrasted on burghry charge. December 16 Report that Charles S. Qualtrough had been indiced by Federal Grand Jury.
December 16 Joseph H. and Margaret Rollie convicted of keeping a disorderly house. bonse.

Decombar 22 Sergeant John B. Shrewood accultred of longlary charge.

December 22 Lodg! Musimo converted of manslanglates in first degree by causing death of Schubizio Martonetti; scate and to 20 years in Abburg.

December 39 Court of Appears judges afterned verdier of lower court in G. A. Smith nurser case. Churchville.

Labor.

who are actually opposed to the annexa-tion of the village to the city out of the total of \$840,000.

"The city authorities are understood t

dayor annexation of the village since they have learned the preference of the people. It is expected that a bill for the annexa-

tion of the village will be prepared and

submitted to the Legislature early in the session. It will probably be introduced by Senator Merton 13, Lewis."

Senator Lewis said yesterday that he

had heard that a bill was being prepared, but had no personal knowledge of the mat-ter. If the bill was sent to from he would

introduce it, but would see that all the parties interested should get a full hearing on the subject.

CHAMBER OF COMMERCE

TO TALK ON TUBERCULOSIS

Plan to Make Municipal Hospital a Sani-

tarium Will be Discussed-Dr. Moore Memorial. Jan. 9.

At the meeting of the Chamber of Comce corporation at 8 o'clock this evening

Clinton Regers, the new president of the chamber, will make a short address. It is probable that arrangements for the annual

anquet of the chamber will be discussed.

A number of physicians will be at the meeting, some of whom will speak on the proposition to make the Municipal Hospital a sama-

torium for the treatment of tuberculosis. Among those who are to attend the meeting are Dr. W. S. Ely, Dr. E. W. Mulligan, Dr. W. A. Keegon, Dr. C. R. Sumner, Dr. J. F. W. Whitbeck, Dr. Richard Moore, Dr. N. W. Soble, Dr. V. A. Hoard, Dr. S. L. Eisner, Dr. George, W. Males and Dr. Legon, B. Gr.

George W. Goler and Dr. Joseph Roby.

At the meeting of the trusters of the chamber held Thursday afternoon, December 20th.

proposal to erect a memorial to the late. E. M. Moore in one of the parks of the g was rayored, and it was suggested that

homas B. Dune, president of the chamber

ast year, be made chairman of a committee oppointed by the various associations in appointed by the various associations in which Dr. Moore was active, to suggest and

The presidents of associations and institu-

ions to which Dr. Moore belonged have been trilled to a meeting to be held in the Cham-ier of Commerce at 4 o'clock to-morrow

fternoon, to consider the matter of a me-torial in the park for Dr. Moore. Dr. George V. Goler, health officer, suggested that the

w Municipal Hospital be made a hospital for the treatment of tuberculosis and be re-named the Moore Memorial Hospital, but the trusteen of the chamber seemed to think

but a monument in one of the parks would a more fitting way in walch to honor his

the conference to morrow afternoon are Dr. Russ Rhees, president of the University of Rochester; Dr. W. M. Brown, president of the Monroe County Medical Society; William

L. Samson, president of the Rochester Ills-

torical Society; A. B. Lamberton, president of the Park Board. There will also be pres-cut members of the Rochester Public Health

J. Y. McClintock, county engineer, is to

read a paper at the meeting of the corporation of the chamber to-night, urging that the chamber use its influence in having an

independent company formed, to establish a steam beit line in the Geneses valley, which should run trains hourly. A * C.

ALMOST SURE

John I. Platt Comes to Enlist

Rochesterians.

Posh wolld day 10,190

LEGALITY OF BARGE CANAL

Matter Should be Formally Passed Upon

in the Interests of all Concerned

Validity of Bonds.

John I. Platt, editor of the Poughkeep.

to 'Eagle," who was scoretary of the

ganize the fight against the \$191,000,000

barge canal appropriation, is in the city.

to-day consulting with Lewis P. Ross

and other prominent anti-bargers rela-

tive to questions that have arisen in-

volving the constitutionality of the barge

canal act. This movement may result.

in Attorney-General Mayer being asked

to take action that will result in the

court of Appeals passing upon the con-

stitutionality of the law, "he matter

been brought to the attention of

owner Chief Justice Charles Andrews, of Syracuse, and Elihu Root and they are said to incline to the opinion that

the status of the act to make it highly expedient that the courts formally pass upon the matter. The importance of

adjuctation by the courts was pointed out by Mr. Platt in conversation with a

4

Express reporter this

here is sufficient uncertainty

state committee, formed in 1903 to or-

LEGAL BATTLE

plan for a suitable memorial.

less of the company.

February 28 Watters organized unlea,
March 14 Wagonmaker's stella declared,
March 18 Lithographers lockout went
nto effect, throwing 200 men in Rochester
and of work.

April 1 Brewers made ferms with strikng engineers and fremen.

April 2 First steps in settlement of car
senters' strike.

day.

June 17—Elevator constructors strike against Otis Company ordered.

June 20—Waitresses at Oshori House strick because non-union girl was employed.

Strike called off a week later.

June 23—Business agent William C. Mount, cf Machinists Union, fined \$100 for alleged violation of injunction granted to W. P. Davis Company.

June 27—Twenty-dec catters and triumers from factory of Hershberge & Company joined striking cutters.

June 28—Strike against Otis Elevator Company abandoned.

June 28 Strice against Company abandoned.

June 2a Building Trades Council declared Brick Church job unfair because of employment of painters who were members of an association that was at oals with the B. P. D. & P.

July 7—Application made for arrest of Edward Appel as first move in conflict between labor unions and so-cillal tobacco trast.

Averer to Rochester to sale a Appel case.

A Appel case, a Appel case, a Control of Western packing house price as result of Western packing house strike.

July 25-Striking cutters went to Chicago

July 25—Striking curters went to Chicago for employment.

August 4—Justice Nash handed down decision adverse to local unions by their ught against the American Tohacco Company.

November 2—Matthew J. Chambers, president of Local Union No. 130, C. G. W. A., announced his resignation, "for the good of the organization."

November 30—Clothing cutters refused to accept Chambers resignation, and complimented him on manner in which he had conducted strike.

January 15—Mrs. Catherine Craig drank carbone acid, despondent. January 28—John Karles. Brighton, cut his throat, temporarily insunc. February 7-Edward L. Hendershoot, Webster, shot himself, despondent, February 24—John Baker shot himself, premodifated suicide.

March 5-Edward McAvoy hanged himself
tt State Hospital, Insane,
March 28-Mrs, Mary Gebhardt took car-nolle acid, fearing arrest for theft of \$8 hat.
April 9—Peter A. Terry drank carbolic acid, could not stop drinking.
April 18—Frederick cinmann cut his April 9.-Peter A. Terry drank carbone peid, could not stop drinking.

April 18.-Frederick elamann cut his throat, temporarily insane.

May 5.-Minnie Pease drank carborie zeid at State Hospial, insane.

June 2.-Mrs. Ellen Mulcahy jumped into canal at Charles street, despondent.

June 12.-Christian Maler hanged himself at Lincoln park, despondent.

June 24.-Joseph V. Zwerger drank carbolle zeid, fenced arrest, despondent.

July 3.-George Meade jumped into July 3.-George Meade jumped into July 3 - George Meade jumper into rown's race, unknown. July 4 - Isabelle Klein hanged herself at late Hospial, premeditated. July 11 - Henry Hamilton drank carbolic celd, despondent.

July 13: William H. Reynolds drank carJuly 13: Henry F. Elsenberg shot himself
because father wouldn't let him John marine

because father wouldn't let uim job manke corps.

August 1—Jacob Orsovitz committed sul-cide in Genesee river at Summerville.

August 7—Captain A. T. Fenner hauged himself, unknown.

August 8—William Paske took poison in powder form at Cold's Hill.

August 26—Mrs. James H. Taylor jumped into canal at weighlock, land been in ill health.

August 26—John Scager reported to have committed suicide in East river, New York, August 21—Charles Ludwig hauged him-self, despondent.

September 7—Mrs. Fannic Murray hauged herself, temporary insunity. herself, temporary Insantry.
October 21—Dennis Lamont hanged him-self at State Hospital, Insane,
December 2—Philip Schaud shot himself because of his own filmess and illness of because of his own filness and filness of his family. December 24—William H. Crowley drank carbolle acid and died after attempting to nurder his wife. December 27—E. J. Kelsey shot himself; died December 30th. December 30th himself;

WANT BUSINESS MEN'S INTEREST

PHYSICIANS TO ADDRESS CHAMBER OF COMMERCE.

TUBERCULOSIS HOSPITAL x Cu + Chan & 6,1905 Prominent Physicians to be at Meeting of Corporation of Chamber. Favor Use of Municipal Hospital as Tuberculosis Sanatorium

Prominent physicians of the city will attend the meeting of the Chamber of Com-merce corporation next conday night, to speak in favor of the Municipal Hospital's treatment of tuberculosis. It is the desirs of the Rochester Public Health Association being maintained as a t of the Rochester Public Health Association that all snail become interested in this work, and the plan of bringing it before the business men of the city through the Chamber of Commerce has been adopted.

Chamber of Commerce has been adopted.

Among those who will be at the meeting Monday night ere Dr. William S. Ely, Dr. E. W. Mulligan, Dr. W. A. Keegan, Dr. C. R. Sumner, Dr. J. F. W. Whitbeck, Dr. Richard Moore, Dr. N. W. Soble, Dr. V. A. Hogrd, Dr. S. L. Elsner, Dr. George W. Goler.

During the fall and early winter the hospital was conducted for the treatment of consumptives, under the direction of the Public Health Association. This was an ex-Public Health Association. periment, for the purpose of learning what effect sanitary treatment and conducive surroundings would have on patients with tuberculosis. The tests were highly satisfactory, showing that in many cases the disease can be checked by intelligent treatment under favorable conditions.

The funds the association had for con-

ducting this work were exhausted a short time ago, and the association made an ap-peal for more money for the work. This

has resulted in \$600 being subscribed, which will make it possible to continue the work for a few weeks longer. Dr. Goler as a subscription paper will probably be prepared, signed by the merculos participated that the hospital so devote to the treatment of tuberculosis, and be a mer the Moore Memorial Hospital, in hour a the Moore Memorial Hospital, in hour a the second of the Control of the Moore Memorial Hospital, in hour a the Moore Memorial Hospital Memoria

Moore Memorial Hospital, in how to the late Dr. E. M. Moore.

Clinton Rogers, the new president of the chamber, will make a short address next Monday night; and J. Y. McClintock, county engineer, will make a report for the committee on the proposed Genesse Valley steam belt line. Mr. McClintock will urge that a company independent of the railroads in the valley be formed, to establish a belt line service between Rochester and the rowns service between Rochester and the tow

south of the city.
Thomas B. Dunn, president of the Cham Thomas B. Dunn, president of the Chair-ber of Commerce last year, who at the last meeting of the Board of Trustees was ap-pointed to represent the chamber at Wash-lugton to co-operate with the Interstate Commerce Law Convention in obtaining for the government greater control of the rail-roads, will go to Washington in a few days. Mr. Dunn was appointed a member of the Interstate Law Convention, which met in

St. Louis last summer.

Those who are advocating that the power of the railroads be restricted in the interest of shippers are raising a fund of \$25,000, Mr. Dunn said yesterday, to be used in dissemhating literature among shippers, to edu cate them in the need for interstate com eate them in the need for interstate com-merce legislation. Shippers in the South and West say they suffer considerable losses through freight being delayed in its trans-portation; and in the case of live stock this

is a serious matter.
The Interstate Law Convention is inter-The Interstate Law Convention is inter-ested in having the Cooper-Quaries bill, which is now before Congress, passed. Ex-tracts from the report of the industrial com-mission appointed by President Roosevelt, which were received at the Chamber of Commerce yesterday, show that the recom-mendations of this commission are, practimendations of this commission are, practi-cally, incorporated in the Cooper-Quaries

Anti-bargers part of Figur.

Anti-bargers here have received news that at the conference in New York Thursday of members of the anti-barge canal state committee, it was decided to continue with renewed vigor the fight against the appropriation. It is understood that a report from an eminent lawyer was received and discussed relative to the constitutionality of the barge canal law. This report, it is said, was so favorable to the contention that the law is unconstitutional, that it is possible an action against it will soon be started in the courts. In the meantime the fight will be vigorously kept up in Pro Xutt-Bargers pan'of Figur. 0 the fight will be vigorously kept up in the legislature to secure reconsideration.

ANUARY 7, 1905.

TO LAUNCH PROJECT

Meeting Tuesday to Promote a Moore Monument Fund.

Chamber of Commerce Pavors of Moore Monument Rather Than a Memorial Hospital - Hends of societies to

Co-operate with Chamber.

Communications were sent out from he Chamber of Commercy this morning addressed to the present heads of the various local societies and institutions with which the late Dr. E. M. Moore was identified in his lifetime, inviting them to be present at a meeting to be held in the chamber library room next Tues-day afternoon at 4 o'clock at which time plans will be considered for launching the project of a monument to be erect-ed to Dr. Moore in one of the city parks for all of which he accomplished so much. This call for a meeting is an outgrowth of the action taking by the Chamber of Commerce trustees at their inst meeting when former President T.
B. Dunn and Secretary John M. Ives were appointed a committee to promote the monument project which the chamsuggestion of Health Officer Goler that he new municipal hospital be permaatly converted into a city tuber

hospital and renamed the Dr. E. M. Moore Memorial hospital. Among the various heads of societies and institutions invited to participate in the conference are Dr. Rush Rhees, president of the University of Rochester; Dr. W. M. Brown, president of the Monroe County Medical society; William H. Sainson, president of the Rochester Historical society. A. R. Lamberton, president torical society; A. B. Lamberton, presi-dent of the Park board, and members of

the Public Health Association.
President Rhees of the university, in President Macconversation with a Post Express re-porter this morning, said that personally he heartily approves of the project to erect a monument to Dr. Moore and bene nearby server a monument to Dr. Moore and be-lieves it to be a matter which all the citizens of the city should aid in pro-moting. Dr. Rhees said he could not speak for the university corporation, as the project has not been brought before or passed upon by it. While the univer-sity could not be pledged to the extent f subscribing money to such a project, of subscribing money to a subscribing all on its hands that it can carry at present, Dr. Rhees said he felt sure the institution would co-operate in every way possible toward its consum-

A promoter of the project pointed out A promoter of the project pointed out to a Post Express reporter this morning that the aim in enlisting the heads of the organizations in the matter is not to get the societies, as such, to donate money to the project but to help in the plan to calse a fund by popular sub-

morning that personally he favors monument project and will do all in his power to promote it. He could not speak for the society for the reason that the matter has not as yet been brought up in its meetings.

The project to erect a monument to the Morey may come up at the meeting.

of the Rochester Historical society to be held next Monday evening. Adelbert Cronise, a former president of the soci-ety, told a Post Express reporter yesterday that personally he is very much in favor of the plan and he said he thought that a majority of the members of the society felt the same way.

An official of the Chamber of Com-merce told a Post Express reporter this morning that the visit of a delegation of doctors to the meeting of the chamber ration next Monday evening would corporation next Monuay
not be for the purpose of trying to induce the chamber to indorse the project
to rename the municipal hospital, the Dr. E. M. Moore Memorial hospital and

ermanently endow and maintain it as tuberculosis hospital.
"These doctors know that we favor a Moore monument rather than a Moore hospital," said he, "and are not liable to attempt the impossible by trying to get us to change our views. As I underus to change our views. As I under-stand it, their visit is to be solely for the purpose of urging the chamber to use its influence towards the continuance of the Municipal hospital as a tuberculosis hospital under the present conditions, it would need a big endowment to con-vert into into a memorial hospital."

The delegation of physicians who will appear at the meeting of the chamber Monday evening is announced to be Dr. W. S. Ely, Dr. E. W. Mulligan, Dr. A. Keegan, Dr. C. R. Sumner, Dr. J. F. W. Whitbeck, Dr. Richard Moore, Dr. N. W. Soble, Dr. V. A. Hoard, Dr. S. L. Elsner, Dr. George W. Goler and Dr.

FOR ANNEXATION, AGAINST SEWERS

NEW ORGANIZATION OF BRIGHTON FOLKS.

LONG CONFERENCE HELD

Taxpayers Will Vigorously Oppose Village Sewage Reduction Plant. Declare City Authorities Favor Annexation of Whole Village

Brighton violage has advertised that on famoury 18th an election will be held at which the proposition to bond the village the people. It is hinted that this election will never take place, because of the opwill never take place, because of the op-position of those taxpayers who don't wish to pay for sewers until it is definitely de-termined whether the territory is to be taken into the city. These men say that if the sewer proposition is carried they ill be forced to pay for a sewer system built by the viliage and then in a year or two will have to pay for a system con-

ructed by the city authorities.

A meeting of property owners and resicuts of Brighton was held yesterday aftrucon in the Chamber of Commerce oms. The meeting was not public and the participants were averse to having their names appear in the papers at pres-ent. The meeting lasted for more than in hour. At its close, James S. Havens ave out the following statement:

"This meeting was held by residents of Brighton who are in favor of the annexa-tion by the city of the whole village, and non by the cry who are strongly opposed to the scheme of village sewers which is to be voted on at the election on the 18th of this month.

Opposition Organizes.

"It was decided to appoint a committee look after the interests of the citizens to take this view of the matter, and by manimous vote those present pledged hemselves to bear their share of what-ever expense might be incurred for steps recessary to advance the opposition to the village sewer system scheme, "The objections to this scheme urged by

the taxpayers at this meeting were that the matter had been taken up too hur-wedly and was now to be voted on without sufficient investigation being given to the plan in respect to the location of the sawduction plant.

"It was stated that all of the sewage reduction plants in operation were only ex-perimental and were unsuccessful. They lead brought on a vast amount of laigation and trouble without giving any commen surate relief to the citizens in the town where the plants were constructed. It ige reduction plant was constructed b e same engineer who is employed by the ant is not a satisfactory one to the of that town. An injunction has been btained restraining the operation of the eduction plant, and it is likely to be made permanent injunction. The village of Prockport has expended at least \$20,000 for its sewers and reduction plant am now can have no use of either, as the working of the sewers is contingent on the

How Taxpayers Stand. "Regarding the attitude of the taxpayers, Henry Barnard presented a statement

der his provisions. So it is highly im-portant to the financial interests of the plant to pro-capalers as well as anti-capalers—that the question of the conthutionalityl of the law be settled as

odly no possible." Hamburg canal in Buffalo over to other on it was last revised. If such produre was necessary with regard to a cutt sirip of cama) about as long as a By block, Mr. Platt asks how relies of the present Eric canal can be abstracted as provided in the barge canal law, without similar due process.

Statements Are Doubted.

hir Platt is inclined to doubt the truth of the statements contained in departures sent out from Albany last night to the effect that Judge Andrews and unionality of the barge canal act

of the request of the anti-bargers.
We haven't advanced to that point
by yet," said Mr. Platt, "The matter is my investigated but we are all in the yet in so far as any formal deliver-er in the matter is concerned." Tracing the events that have led to

the raising of this legal question.

If Plats said to the reporter:

"Way back in the days when this barge canal mayter was first discussed in the tagislature. I made the point that I anda see how it could be constitu ad to abandon the biggest part of the heaved Eric canal with the great vest the not a lawyer but many of the our who were concerned in drafting the argo cannot act are, and they laughed a my contention. I held to it, however, drawes against the appropriation de-

the cosaing campaign.
After election Andrew H. Green, fathtoo and exclined to my opinion that the should be formerly investigated the courts in the interest of all conardios the matter just a short time

he was killed. Had he lived, he doubtloss would have taken active steps in the matter. More recently the matter was brought to the fore by the decision islature providing for a resubmission er regarding the constitutional phase the question and ameeting of memers of the old state anti-barge canal decided to be highly expedient that and appeal be made to the courts. I cannot say, positively, whether such action will be taken or not. If action is taken, will doubtless be through the attorney-

My Platt called the reporter's atten-Frank Hiscock when the State Advisory ring to the shippers of that city on at that conference very strong sentimea onment of the present Erie canal rough Syracuse. Seanter Hiscock ex-regard himself as being of the opinion hat the present Eric canal could not be med under the barge canal law on the sentiment thus developed. Justice Andrews of the Court of ttegarding this, Mr. Platt said

more to the belief that if there is a all question involved in this matter it onto be expedient for the courts to make itself. I do not think, however, t Justice Andrews has delivered ion on the subject. At least

i understood he had not done so when I

eft Syracuse last night."
Mr. Platt fold the reporter that his visit to Rochester at this time is solely reporter that his or the purpose of ascertaining the entrion of those who have wishes and apinion of those was not been provident in the anti-barge canal agitation here. He has been in Syranses and Utiva largely with the same ond in view. When this sentiment has been ascertained, it will be easier to of whether it is wise to go on and at-nek the barge could law in the courts. oral advice and assistance in a suit anal organization has no fund at pres-

Attorney-General Mayer is il us quoted despatch from Albany to-day: learned in New York city to-day. that an opinion on the constitutionality of the Canal act had been obtained and that an application was to be made to me for a hearing in the matter. Elinu the for a hearing in the matter. Find the theory of the counsel. I do not know what point is involved. It has been held by some persons that the change in the route of the canal and the sale of the abandoned route would be a violation of the provision that the state shall not sell any porter of the canal, but this may not be the of the canal, but this may not be the Lawyers here say that Attorney-Gen-

d, to compel the matter to a decision It is believed that the knowledge of evement contracts which were advehave been in the hands of the state on gineer for weeks. A secondary attack has already been made upon the of these bids and it has been decided to

e-ndvertise the contracts.

If the legal proceedings meet with success, actual work on the barge canal this winter wil be held up. The plan has been to have most of the reconstrucbe an interputtion of payigation nex is for advertising and the expense officials. No canal bonds have

REFERS TO MANY CIVIC PROBLEMS

ADDRESS BY PRESIDENT OF CHAMBER OF COMMERCE.

LINES OF WORK SUGGESTED

Storage Dam, Smoke Nuisance, Cheaper Water for Manufacture ers, Among Questions Discussed. Effort of City to Protect Foods

At the first involing of the Chamber of Commerce comporation class year, held last night in the held of the community, the new Genesco valley. Mayor Untler's efforts to

right to change the oy-laws of the cham-ber, so that the moundly meeting of th Bond of Transless should be held on th last Wednesday of each mount instead o on the last Charsday. Another resolu-tion heartly indersed, the efforts of the Mayor and Common Commil "to protect milk and food stuffs from contain dangerous to health and life." J. Y. Me-Clintock read a paper, in which he sugformed, to operate a belt line in the Gene-see valley over the tracks of the steam roads now built.

Thomas B. Dunn, president of the cham-

her last year, introduced Mr. Rogers. He chanked the members of the chamber for the sid they had given him and their kindnesses during his term of office, and

ers said:

Larger Membership.

Rochester Chamber of Commerce.

The first meeting of the new year of the Corporation will be held MONDAY, JANUARY 9, 1905, AT 8 P. M.

On which occasion Mr. Clinton Rogers, our new President, will make his inaugural address. Short addresses will also be made by the outgoing and incoming officers.

County Engineer McClintock will make a report on the proposed Genesee Valley Belt Line Railway.

Doctors Ely, Mulligan, Keegan, Sumner, Whitbeck, Richard Moore,

Sobel, Hoard, Elsner and Goler will be present, and bring to the attention of the Corporation the desirability of centinuing the use of the Municipal Hospital as a hospital for the treatment of cases of tuberculosis.

Luncheon by Teall, followed by a smoker. Please show your interest by your attendance.

JOHN M. IVES, Secretary.

Soft Coal and Smoke.

New Ordinance Indorsed.

In the minimum of the was in character a report of the Special Committee on Genessee Valley Belt Line, Mr. McClintock spoke of the arms service in the General valve, saying it was exceedingly poor; referred to former methods of transportation beginning for any discussed the proposibenefits. Many data were broaded bearing upon pools discussed. His plan was to form an independent commune, to operate the line over the roads already con-

"We believe," said Mr. McClintock, "that this best line could so effectively serve the district as to discourage the the useless expenditue of capital to add to the burden to be borne by the traffic. and save useless entring up of farms and destruction of highways. If this is true, it would result in the practical monopoly

of the business by the belt line."
In speaking of the plan for forming an

Operating Company Suggested.

ganization of an operating company, which will furnish rolling stock and power, and rental to be based either upon train mileage or a percentage of the net earnings.
"Such a company, we believe, can be readily formed, provided reasonably liberal

of 223,500 to draw from, it seems reason

Mr. McClintock gave the probable cost

of epippinent, cost of operating and value of the completed line.

After speaking of the organization and growth of some of the reads in the Geneseo ratley, Mr. McClintock concluded by

"The helt line project is attractive in every way, but it is evident that it caninterested desires to commit itself to any proposition until all of the others do. The

to proceed is to organize a company with a capital of \$150,000, for the purpose of securing a bolt line service in the Genesee valley in connection with Rochester, by rather in commercials with existing steam randomers arrangements with existing steam rathered, or proposed trolley roads, or by combining powers of each, and, if necessary, constructing pages of new road. Such a company will succeed."

URGES THE CITY TO ACT AT ONCE

CHAMBER APPROVES TUBER. CULOSIS TREATMENT

AT MUNICIPAL HOSPITAL

Resolutions in Fabor of Authorities' Providing Permanently for This Work Adopted by the Chamber of Commerce-Physicians at Meeting

The proposition that the city undertake the maintaining of the Municipal Hospital as a samtochum for the treatment of the matarating of the Managnal Frospital as a saurtocian for the treatment of inherentests was strongly favored by the corporation of the Chambler of Commerce, at its meeting last night. In a resolution prissed, it was strengt that the administration immediately take steps toward establishing at the public cost the work that is now being curried on through private subscription under the direction of the Rochester Public Health Association. A number of directions were at the Dr. William S. Elly, Dr. George W., Goler, Dr. Richard Moore, Dr. S. L. Pls-ner, Dr. N. W. Sorly, Dr. V. A. Hoard, Heavy B. Hathaway and Dr. John M., Lee, A resolution was offered by Henry C. Brewster, and In-C. Brewster, and its adoption a posed by Henry B. Hathiway.

Municipa Bordestor

Very Contagious Disease.

cities we have among us an insidiously contagious disease daily menacing the health of our people which, though it

may not very greatly affect the compara-

tive death rate (because all cities have it) does show black on the health maps. "At the present moment a way lies open to us by which we may combat this

dire disease and increase the healthful-ness of our city. As you know, the city has built, at large expense, a fine hos-

pital for the care of contagious disease,

in case a scourge of such disease visits us. It is of immense importance to have such an equipment ready for this pur-

pose, but it is, on the other hand, in ac

cordance with sound business principles not to let so valuable a plant lie idle, but

use it to fight tuberculosis during the

many years that may elapse before we have another visitation of smallpox. "The city authorities with, it seems to

me, excellent judgment, about six months

to the health board for the purpose o

placing there cases of inciplent tubercu-

losis, and a few public-spirited citizens have given money to care for these cases

that the city authorities will feel dis-posed to appropriate funds to continue

the work which has been carried on by

public subscription. May it be many years before the municipal hospital is needed for the purpose for which it was

built. When it is so needed, it will be vacated at once and devoted to that pur-

pose. Meantime, let us ask the city to

use it for the care of tuberculosis, and the safeguarding of our city against this

physicians are here to present this sub-ject, and I cordially commend it to your

"There is every indication now that the business of 1905 will be very large, and I trust the chamber will be alert

in taking advantage of every opportun-ity to help the interests of Rochester.

Again I ask you to come to the meeting and take active part in the work of the chamber. We are all very busy men and a full and prompt attendance at the

meetings will materially facilitate the

dispatch of business."

A resolution was offered and adopted

indorsing the action taken by Mayor Cut ler and the Common Council in passing an ordinance protecting milk and food

Whereas, The Common Council of the city

of Rochester has, with the approval of the mayor, passed an ordinance intended to secure the betterment of the city's milk supply by prohibiting the sale of milk by grocers without a license and providing for a

license fee of \$2, and,
Whereas, The Common Council has, with
the approval of the mayor, passed a resolution requiring that all food stuffs exposed
upon the street be covered by glass cases;
therefore, by "

by resolution heartily inderses the efforts of the mayor and Common Council in their efforts to protect milk and food stuffs from contamination dangerous to health and life.

zens in the maintenance of this ordinance.

requests the co-operation of all est

County Engineer McClintock read a

paper on the proposed Genesce Valley steam belt line which has been under

steam belt line which has been under consideration for several months past, in which he urged the formation of a com-pany with a capital of \$150,000 independ-ent of the railroads. Mr. McClintock spoke of the present poor service in the valley and then read some statistics to show the possibilities of such a venture, from a purely financial standpoint, irre-spective of the great benefit it would be to the merchants of Rochester.

of the Chamber so as to have the mont

y meeting of the board of trustees co

on the last Wednesday of each month in stead of on the last Thursday.

At the close of the meeting lunched

An unusually interesting and import-

ant meeting of the Chamber of Com-

merce was held last evening. Clinton

Rogers, the new president, made an ad-

dress which showed familiarity with the

to bring about some necessary improve-ments. He spoke of the need of a stor-

age dam, of the wisdom of encouraging

of the importance of offering induce-

ments to manufacturing companies to locate here, of the desirability of abating

the smoke nulsance, and said that water

should be supplied to manufacturing

companies at a lower rate. He also em-

phasized the importance of securing new members of the Chamber. At present

the membership is only 400, whereas it

ought to be 800 at least. The larger the membership, the greater the Chamber's

It has done splendid work in the past

The most important subject that Pres-

ident Rogers discussed was the health of

the city. It was fortunate, in his opin-

ion, that the city had such an excellent

institution as the Municipal hospital, erected for the treatment of smallpox

patients, and he approved of the plan

hospital has been used to some extent

4

for using it, in the absence of smallpox for the treatment of tuberculosis. The

power for usefulness in the com-

but is capable of still greater thinks.

the construction of suburban railro

eeds of the city and an earnest desire

was resolved to change the by-laws

Resolved, That the Chamber of Com

stuffs from contamination. The rese

orabis consideration.

ontagion. A number of our leading

turned this municipal hospital over

o about March 1st next. It is hoped

this subject to hight. Never before was there so much interest taken in the effort to extend relief to the poor who are suf-tering from tuberculosis and, thus, check its rayages. This is due to the know that this disease causes one seventh o that this disease causes one seventh of the mortality of the country, besides unmeas-ured deprivation, poverty and misery; that is a very contagions disease, but that can be cured in its inciplency and, with proper precautions, its spread among others may be prevented. The rich can, and do, effect a cure in their homes, or by going to the forests and mountains and sanatoria at home and abroad. This the sanatoria at home and abroad. This the poor cannot do. They must struggle along his best they can where they are. They break down; the contagion spreads in the family; untold suffering ensues, and pri-vate and public charities are heavily

taxed.
"I which that ultimately every county will have its tuberculosis disspital. We in this city have a hospital that is not generally needed for the purpose for which it was built. The treatment of tuberculosis patients has been carried on in it by private subscription, but now we are by private subscription, but now we are asking that this work become a public

charge. "Tuberculosis is as truly infectious as smallpox, and it is far more deadly, be-cause of its wider distribution and its insidiousness. We are here to ask you entiment that will lead the city to under

Deaths From Consumption.

"Five years ago on the 13th of December last, Dr. Edward Mott Moore, Sr. presided over a meeting held in this chamber for the purpose of discussing means to care for the large number of person to care for the large number of persona affected by tuberculosis that are alway to be found in this city. At that time i was shown that for a period of years more than three hundred deaths annually tool. basis there are always more than 1,000 cases of consumption to be found within the corporate limits of the city.

the corporate mints of the cay.

"Were there 1,000 cases of smallpox in
the city, the bodies of these victims would
be covered upon the outside with horrible
scars. The sense of sight and the scars of
smell would be affected by these cases; for lipox the disease occurs upon the ou side of the body where it can be seen, and the sears are left to form horrible reminder. of the disease that has gone before. But is the 1,000 cases of consumption that do occ there are few sores upon the outside of the body, and scars where they may be seen do not frequently occur. But there are sore and scars in consumption, and these sort and scars occur in the organs of the lad chiefly in the lungs, where they are for more dangerous to health and to life than

Great Municipal Problem,

"Were there 1,000 cases of smallpox to be found in the city, public opinion would demand that the disease be removed from the city and that the city should be made clean. With the 1,000 cases of consumption, a disease whose sores and abscesses are hidden from sight, few men in modern cities have made any protest, and it is only within the last few years that municipalities have begun to awaken to the necessity for doing something for this disease, which has become a great municipal problem.

ome a great municipal problem.
"I might say here that, if the ordinance against spitting on the sidewalks were en-forced, a great good would be done in check-ing the spread of tuberculosis; for it is in this way that the disease is communicated to

others.

'If 1,000 people are sick with consumption, and 300 of them die every year, and as the majority of these people are people, think what it costs the municipality to result more existence, not only for the pamere existence, not only for the pa themselves, but for the dependen ones in the family.

"Consumption attacks men and women be-

tween the ages of 15 and 45 years, and it kills them most frequently during those age periods. The city is, therefore, called upon to support the consumptive in his slow precess of dying, to aid in maintaining his family. ily thereafter, and for what good? The longer he is supported in his home, the larger number of people he endangers by infecting

Room for 70 Patients.

"No one realized more fully the magnitude of this municipal problem than the late Dr. Moore. He spent days in an endeavor to solve this problem; in solleiting funds, in driving over the neighboring territory looking for a site for a hospital for inherculosis. He is now dead. Since his death some changes have been wrought. The city has a plant fully equipped and capable of caring for for tuberculosis, it must remain idle. There is no smallpox. There will be no smallpox in epidenic form for more than a quarter of a century. There need never he any smallpox if we uphold the vaccination law.

"Should a few cases of small pay come, v "Should a few cases of smallinov come, we have on the ground at the Manichal Hespital a fully equipped separate plant capable of caring for fifteen patients and ready for immediate use. The question of prevailing for smallpox is a matter that, therefore, need not be considered. It is rather what shall we do for consumption. This is the noblem in other cities: this is the problem here.

"It has already been lemonstrated that it the course of a few months we may discharge 50 her read, of our cases; not correct that it is the course of the course that every visiting of

perhaps, in the sense that every visitize of the disease has been removed, but restored to health and restored to earning power, able

to health and restored to earning power, able to maintain themselves, and to, m, rase of adults, aid in maintaining their families.

"When a patient is discharged from the hospital, he is really paroled instead of discharged. At stated intervals a trained purse in the coupley of the Public Health Association visits the patient to see that the knowledge of the rules of living imparted at

ment at the hospital is not medicinal, be-cause it is not believed that any medicinal treatment has yet been discovered that will is used rather as an institut education in right living is imparted to people who have become diseased with con sumption because of their wrong living When patients enter the hospital have their teeth atended to, to make them good chewers of food; their noses and eyes taught how to breathe so that they may b ome better breathers.
"The municipality might make this plant

ported by private subscription, or shall the municipality provide for those dependent tu-berculosis patients as it does for other de-

he work at the Municipal Hospital has the Mayor's hearty sympethy and co-opera-tion. He has permitted the use of the Mu-nicipal Hospital for the inherculosis work the Public Health Association.

"I come here to ask an erpression from the business and professional men of this chamber, and the physicians who have been

Money Loss by Disease. Figures compiled by Dr. Joseph Roby wer, used by Dr. Goler in his address. Because

used by Dr. Goler in his address. Declaise of lilness Dr. Roby was unable to be at the meeting. Tacse figures follow:

Average age of death of 300 cases dying from tuberculosis is 35 years; average expectance of life at 35 years is 30 years; average value to state of each life, the amount light and the proper deputated as \$190. is saved per year being calculated as \$100, is \$3,000-average value of 300 lives, \$000,000.

oss for 300 cases, \$75,000.
Total less, \$975,000; or about \$1,000,900.
Dr. Goler, who is chairman of the Tuber-culosis Committee of the Public Health Asrilon, has received a number of addi-

Sibley, Liusay & Curr Company, \$50; Michigan, \$5; Mrs. W. J. Curtis, \$5; Mrs. E. s. 85; B. Van Bergh, 85; H. W. Stern \$5; Dr. L. W. Houck, \$2. P knowledged, \$655. Total, \$853.

JANUARY 10, 1905. VERTISER: TUESDAY,

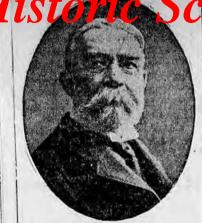
PRESIDENT ROGERS' FIRST **ADDRESS**

Suggests Many Lines of Work at Chamber of Commerce Meeting.

Resolution Adopted Indorsing Action of Mayor Cutler and Common Council Concerning Milk Ordi-

County Engineer McClintock Proposes Independent Company to Operate Genesee Valley Belt Line-Smoke Nuisance Discussed.

The first meeting of the corporatoin of The first meeting of the corporatoin of the Chamber of Commerce this year was held in the assembly hall last evening, and many important topics were discussed. Clinton Rogers, the new president, in his address touched upon the need of inducing large manufacturing plants to move to Rochester, of the advisability of a storage dam in the Genesee river, of the great benefit which Rochester would derive from better railroad facilities in the Genesee valley, a the desirability of supplying water for manufacturing purposes at a lower rate. The retiring president, Thomas B. Dunn, thanked the members for the hearty cothanked the members for the hearty cooperation and aid he had received during his term of office, and asked that the
same courtesy be extended to his successor. Mr. Dunn then introduced Mr.
Rogers, who said:
"I heartly thank you for the honor
you have done me in electing me your



CLINTON ROGERS

presiding officer for the present year. realize the difficult task before me following my worthy predecessor in of-fice. However, I shall do all in my power to keep up an interest in the chamber and I carnestly request the hearty co-operation of all the members in the work before us. We can point with pride to what has been done by this organization in the past. The Rochester Chamber of nmerce stands for progress and th best development of our city's resources. Let the work accomplished this year in no way fall behind that of any preceding year. To succeed in this we must have the earnest co-operation of all the mem-bers. Most of you, no doubt, have read Mr. Ives' report for last year. If you have not done so, I hope you will. It is most valuable and so exhausive that leaves little for me to say except to

further emphasize a few of the points re-ferred to by him.

"We ought to have more members.
We now have about 400. We ought to have twice that number, and if the mat-ter is properly presented to business men (and professional men as well, for both are alike interested and benefited by the improvement and growth of the city) we mot fall of a large increase in bership. Increase in membership is very important, but it is equally important that the members should come regularly to the meetings. Of course, this applies more especially to those who are not present to hear it. Will not those who are here make an effort to create me interest in the organization and bring others in-both present members and new

This organization has been trying fo many years to get a dam built for water storage, not only for the prevention of floods in the Genesee river but to largely increase the water power within the city limits. A bill introduced by Senator Lewis and passed by the Legislature last winter will, we trust, enable us eventu-ally to attain this much desired object, one of incalculable value to the manufacturing interests of Rochester.

all over the country and we should encourage their entrance into Rochester from all directions, always properly safe-

guarding the city's interests.

"We should make every effort possible to bring new industries here. Goods manufactured in Rochester are known to be of high grade. I am told that the stamp of 'Rochester' on manufactured goods causes them to be accepted almost goods causes them to be accepted almost everywhere as first-class and goes a great way in placing them on the market. This in itself ought to be an inducement to bring manufacturing concerns here.

"Our honored mayor is doing good work in guilting improvement in city street car service and the chamber should support him in his efforts, and also in the matter of railway freights. Railroad freights have been badly conversal for many years and this organization should continue its efforts in conjunction with the mayor till relief is assured.

Soft coal is an important facthe manufacturing interests of the city. At the same time, as it is now used, it makes the city very black at times, especially mornings and toward night. There has been much time and money spent during the last few years in trying to produce some mechanism that would consume all or nearly all of the smoke. understand that such an appliance has l understand that is now in use in many been made and is now in use in many places all over the country. While its first cost is considerable, it is claimed for the country is the country of the countr that in a very few years enough will be saved in fuel to more than repay the out-lay. We want not only that our city be country, but one of the pleasantest to re-side in. I think it will be well for the side in. I think it will be well for the proper committee to carefully look into this matter. I would not recommend anything to the detriment of the business interests of Rochester, but if the time has come when the smoke nulsance can be abated without injury to the business interests of the city, it will be a great boon to all its citizens.

terests of the city, it will be a great boon to all its citizens.

"We have to-day the best potable water in the world, and we intend to keep this supply unpolitited. We shall need all this eventually for household purposes. For manufacturing purposes we should have water cheaper than 14 cents per thousand gallons, and the city should supply such water at a lower rate.

"The matter of quicker service on the rallways doing business in the Genesee valley will be brought up in County Engineer McClintock's report this evening. This question is a very important of a to Rochester and has received attention from the chamber at a conference held last November at which the six rallways were represented, together with representative business my

the hospital, and lived up to at the hospital is continued in the patient's home after the patient leaves the hospital. In this we hope to prevent relapses of the disease we hope to prevent relapses of the disease.

In the valley,

CALL we admit that the health of the patient's home after the patient leaves the hospital. In this we hope to prevent relapses of the disease we hope to prevent relapses of the disease who have contributed and the patient's records show that received a property of the more than the patient records and the first of the cities in the city itself should supply the money Several Rochester physicians approved

of this suggestion. Dr. William S. Ely tongly urged the Chamber to take the end in a movement for the support of a Dichal hospital for the treatment v-seventh of all deaths and yet is not mly curable, if treated in its early alliention to the fact that the rich conunplives seek the woods, the seasher and the mountains, but the poor are empelled to continue the struggle for xistence, must keep at work as long as they, can, live in crowded homes, infecmembers of the family, die in misery and distress, and cause an eno upon public and private charity. Dr. Goler said that if there were a thou id cases of smallpox in the city there would be an overwhelming popular de and that the community should be hade free from the disease, but it seems cry difficult to arouse the people to a sense of the danger from a thousand over of consumption, scattered all over Nevertheless the danger is of great, the disease spreads rapidly ad there is a dangerous lack of knowldge as in the care that should be taken ves to check the spread f the diseas. The longer a consump ye is supported in his home, the larger the number of people he endangers. Dr. Robey estimated at \$1,000,000 the economic loss due to the death of 300 per-

some from consumption annually. The chamber adopted a resolution paspiral for the treatment of consump appropriate the necessary funds. We and will approve of liberal ap repriations, and that the work should a started at the earliest opportunity.

THE WHITE PLAGUE

Chamber of Commerce Favors Municipal Hospital Plan.

FIRST MEETING OF THE YEAR County Engineer McClintock Reads

the Report of Special Committee on Genesce Valley Belt Line-President Clinton Rogers Makes His Official Bow.

At the first meeting of the Chambe of Commerce for 1905, held last night, two matters of general importance to the city were thoroughly canvassed; hase were the question of the munich pal care of tuberculosis patients and Romers, the new president of the cortion made his first formal address the members, touching upon many at of local importance. He said in

heartfly thank you for the honor you have done me in electing me your problem officer for the present year. I realize the difficult task before me in ber and in the objects for which it stands work before us. We can point with pride chai has been done by this organ rees. Let the work as the of any preceding year. To succeed this we must have the carnest co-operution of all the members. Most of you no doubt, have read Mr. Ives 'selor for last year, If you have not done of hope you will. It is most valuable for me to say except to further comba

Increase of Membership. you have about 400. We ought to have property presented to business men tand professional men as well, for both are also interested and benefited by the improviment and growth of the city) we must full of a large increase in mem-meralth. Increase in membership is very uncertaint, but it is equally important that the members should come regularly to the meetings. Of course this ap-lies more especially to those who are not present to hear it. Will not those who are here make an effort to create more interest in the organization and bring others in-both present members

Water Storage.

This organization has been trying for many years to get a dam built for wa-er storage, not only for the prevention of floods in the Genesce River, but to harrely increase the water power within the city limits. A bill introduced by Senator Lewis and passed by the Legislature last winter will, we trust, enable us to eventually attain this natch desired object; one of incafculable value to the manufacturing interests of Roch-

Electric roads are rapidly increasing all over the country and we should en-courage their entrance into Rochester from all directions, always properly safeguarding the city's interests.
"We should make every effort possible

nufactured in Rochester are known to be of high grade. I am told that the stramp of Rochester on manufactured goods causes them to be accepted almost verywhere as first-class and goes a great way in placing them on the mar-ket. This in itself ought to be an inent to bring manufacturing cor

ons here. Our honored Mayor is doing good work in getting improvement i street car service and the chamber should support him in his efforts, and also in the matter of rallway freights. Railroad freights have been badly congested here for many years and this or ganization should continue its efforts h onjunction with the Mayor till relief is

The Smoke Nuisance.

"Soft coal is an important factor in the manufacturing interests of the city At the same time, as it is now used, it makes the city very black at times, especially mornings and toward night. There has been much time and money spent during the last few years h ing to produce some mechanism that would consume all or nearly all of the smoke. I understand that such an appliance has been made and is now in use in many places all over the country. While its first cost is considerable, it is claimed that in a very few years enough will be saved in fuel to more than repay the outlay. We want not only that our chy be one of the best business rities in the country but one of the pleasurest to reside in I think it will be well for the proper committee to rerefully look into this matter. I would not recommend anything to the detriment of the business interests of Rochester, but if the lime has come when the smoke nuisance can be abated without injury to the business interests

Cheaper Water.

"We have to-day the best potable waer in the world and we intend to keep this supply unpolluted. We shall need all this eventually for household pur-poses. For manufacturing purposes we should have water cheaper than four teen cents per thousand gallons, and the

The matter of quicker service on the railways doing business in the Genesee Valley, will be brought up in County Engineer McClintock's report this evening from the chamber at a conference held last November, at which the six rail ways were represented, logether with representative business men from the towns in the valley.

Ravages of Consumption.

"All will admit that the health of city is of paramount importance to its progress in all other ways. Though the mortality records show that Rochester here is still room for improvement in contagious disease daily menacing th health of our people which, though it may not very greatly affect the com-parative death rate (because all cities have it) does show black on the health ies open to us by which we may co this dire disease and increase the health fulness of our city. As you know, th ity has built at large expense, a fine hospital for the care of contagious dis-ense, in case a scourge of such diseas visits us. It is of immense importance to have such an equipment ready for this purpose, but it is on the other hand, in accordance with sound business principles, not to let so valuable a plant lic felle, but use it to fight tuberculosis dur-ing the many years that may clapse be-fore we have another visitation of smallpox. The city authorities with, it seems to me excellent judgment, about six months ago turned this numicipal hospital over to the health board for the purpose of placing there cases of heippurpose of placing there cases of incip-lent tuberculosis, and a few public spiriti-ed citizens have given money to care for these cases up to about March 1 next. It is hoped that the city authori-dividual feel division in appropriate ties will feel disposed to appropriat funds to continue the work which has so far been carried on by private sulscription. May it be many years befor the Municipal Hospital is needed for the purpose for which it was built. When it is so needed, it will be vacated at once and devoted to that purpose. Meantime, let us ask the city to use it for the care of tuberculosis and the safe-guarding of our city against this contagion. A number of our leading physicians are here to present this subject and I cordially mend it to your favorable consider

ation.
"There is every indication now that the business of 1905 will be very large and I trust the chamber will be alert in taking advantage of every opportunity to help the interests of Rochester, Again, I ask you to come to the meetings and take active part in the work of the chamber. We are all very busy men and a full and prompt attendance at the meetings will materially facili-

Discussion of Tuberculosis. Mony well known physicians of the heroulasis question. The remarks of the majority of them were short. They emphasized the need of a municipal hos-pital for the care of such cases and the equal necessity for the enforcement of this latter phase of the question one of the doctors quoted the phrase, growing rapidly in ropularity, "No spit, in tu-

Dr. William S. Ely was the first of the physicians to deal with the inberrulo els question. He outlined the situation the city and In America and the ravages made everywhere by the die ease. In concluding his remarks he said "We are here to urge you gentlemen"

Dr. Goler Spoke.

Dr. George W. Goler said in part; "Were there one thousand cases a smallpox to be found in the city, publi opinion would demand that the disease be removed from the city and that it city be made clean. With the thousan coses of consumption, a disease whose sores and abscesses are hidden from sight, few men in modern cities have made any protest, and it is only within the last few years that municipalitie have begun to awaken to the mouself for doing something for this disease which has become a great municipal

between the ages of 15 and 45 years, an it kills them most frequently durin those age periods. The city is therefor called upon to support the consumpti-in his slow process of dying to aid manualing his family thereafter, in for what good? The longer he is an ported in his home, the larger number

people he endangers by infecting them with his discuse, "When a patient is discharged from the hospital he is really paroled instead of discharged. At stated intervals a trainer discharged, Af stated littervals a trained nurse in the employ of the Public Health Association visits the patient to see that the knowledge of the rules of living imparted at the hospital, and lived up to at the hospital, is continued in the patient's home after the patient leaves the hospital. In this way we hope to prevent reliances of the disease." ent relapses of the disease.

Financial Statistics.

Dr. Joseph Robey, who is all at his ome, sent the following statistics:
"Average age at cath of the 300 cases lying annually from some form of tupectancy of life at 35 years is 36 years Average value to state of each life, cal dated amount saved per year as \$100 \$2,000 each, or \$900,000 for the 300 lives.

"The actual loss in supporting the ick, buying medicine, doctors bills, etc., about \$250 each, or \$75,000; a grand toil of \$975,000. An approximate eco-

omic loss of \$1.000,000."

Among the other doctors who annunced themselves as being in accorwith the views expressed by Drs. Ely, Goler and Robey were Dr. Richard M. Moore, Dr. Simon L. Elsner, Dr. Volney A. Hoard, Dr. Nathan A. Soble and Dr.

Chamber Indorses Plan.

At the close of the discussion the following resolution was unanimously

"Whereas, The constant spread tuberculosis is causing much suffering as well as great financial loss through out the country, and as one of the obteets for which this Chamber of merce was organized is to encourage all proper efforts to better the condition of

the people, and
"Whereas, A hospital to prevent and
cure this disease has been temporarily
established in this city, and it is now
proposed to permanently use the Municipal
Hospital, until it may be required for the purpose for which it was originally built; such use may not arise for years to come, therefore, "Resolved. That this chamber most heartily approves of such use of the Municipal Hospital, owned by

The clamber also adopted a resolution food stuffs from contamination dange

Belt Line Project.

County Engineer J Y McClintock trad an exhaustive retext on the findings of the special committee on the

see urged the following plan: see urged the following plan:

"We propose the exactisament of a Genesse Valley bet line, 25 4 miles long, over existing railroads. It would run from Rochester to Honeave Falls, 15.8 miles on the Lohigh Valley Reffrand; from Honeaye Falls to Rush, 7.2 miles, on the N. Y. C. R. R.; from Rush to Mt. Morris, 19.8 miles, on the Eric R. R.; from Mt. Morris to West Avon, 16.9 miles, on the Pennsylvania Railroad; from West Avon to Le Roy, 15.7 miles, on the Eric Railroad; from Le Roy to Rochester, 25.2 miles, on the B., R. & P. R. R.

"The construction regulard would consist of construction curves at Honeoye Falls, Rush, Mt. Morris, West Avon and Le Roy, and necessary additional side track or double track in the form of long siderracks, which could probably be located where the expense of construction would be small.

"It is believed that in the course of time, it not at once, it will be possible

time, ir not at once, it will be possible to run the passenger cars from one terminal to the other through the city streets, so as to make a complete cir-

"It is proposed to run over this line, light trains consisting of a light steam

electric storage batte

HOW TO START **PROCEEDINGS**

Mr. Platt's Plan Called in Question Here. Post Expres Jan. 11, 1905. ATTORNEY GENERAL'S POSITION

Point Made That He Has No Right to Bring Action Against Barge Canal Act of His Own Motion.

When John I. Platt, the Poughkeepste suli-barger who first raised the question regarding the constitutionality of the barge canal act, now being so seriously considered, was in Rochester yespetition, addressed to the attorney-gen oral of the state, requesting him to bring or authorize to be brought, an acstandures of a few men of prominence from all sections of the state. This move is evidently considered of importance in Albany from which point the text of the document was telegraphed in full. Here in Rochester, however, the storm center of opposition to the barge canal appropriation in the campaign of 1903, of action is seriously questioned by prominent anti-bargers. One of the best constitutional lawyers in the city who has all along been much in Post Express reporter this morning hat he refused to sign Mr. Platt's betition yesterday for the reason that he be-lieves it to be legally erromeous to as-some that the attorney-general of the state can bring an action in the courts against the barge canal act, of his own motion. Said this man:

A Member of the Canal Board.

The attorney-general of the state is member of the canal board b of his office and thus in a sense the serout its provisions. When requested he may give an opinion as to the constitutionality of the law, but of his own motion, I do not believe be has any right

to bring action in the courts against it.
Article eight, section eight of the constitution of the state, provides that the
legislature shall not sell, lease or othervise dispose of the Eric canal, the Oswego canal, the Champiain canal, the Cayuga and Senera canal or the Black Eiver canal, but they shall remain the Imperty of the state and under its management forever. The barge canal act provides for the abandonment of the canal and the sale of canal lands, paralelled by the Mohawk river and the substitution of the Mohawk river, after it has been canallized, for the existing canal. Then through Syracuse and across the canal canally the rest of the canal canal. Chrondaga county, the route of the pres-cut canal is materially changed in the barge canal act. In Monroe county the act provides for the abandonment of the resent canal from a point west of Fair ort to a point in the town of Greece.

There Are Several Ways.

"Now the point is made that the aban-domment of portions of the present canal, violates the constitutional provision I have quoted. Under such cir-cumstances there are several ways in which the matter may be brought into ms the initiative. One way would beor any owner of property deriving value rom its connection with the canal, to pply for an injunction to restrain the

"Another way would be for any or to bring an action to enjoin the issue of harge capal bonds on the ground that consulture is unconstitutional. Still the expenditure is unconstitutional. Still another course of action would be to issue the bonds or attempt to issue them then have the purchaser refuse to take them and go into court for judg-ment on the issue thus raised. In this manner the validity or illegality of the bonds could be established."

CLEARS A PATHWAY Donble Waterway Project and Elec-

Representative Burton Gives Practical Endorsement to Senator Lewis' Deep Waterway Scheme Soon to Come Before the State Senate.

tric Mule to Have an Inning.

The question of constitutionality which menaces the barge canni and may reault in its being declared void; will bave a path for State Senator Lewis' double waterway pro he will probabily introduce to

The bill which Senator Lewis will in e provides for the appointment of a state commission to take up with offi-cials of the Federal government, the proposition for the construction by the latter of a ship canal, twenty-one feet deep, from Coxsackie-on-the-Hudson to Oncida lake, and thence on to Lake On-tarlo, if constructed by the Federau ent, it would be unnecessary fo the state of New York to continue work on the barge canal between Oneida lake and the Hudson, and by the constructi of the barge canal from Lake Erie to Oneida lake, a complete inland water-way across the state would be secured. Then by the construction of a twenty foot channel around Niagara Falls, there would also be a complete waterway between New York and Duluth, for the

largest lake going vessels.

A bill, embodying this plan, was introduced by Senator Lewis in the legislature in the closing days of the gession last year but failed of enactment, Senaor Lewis told a Post Express reporte

for Lewis told a Post Express reporter this morning that the outlook for the bill is very much brighter now and that he expected to get many more votes for it the legislature than before.

In this connection Senator Lewis pointed out that Federal indersement has been practically given to his bill by the recent amounteement of Representative Burton, of Ohio, chalman of the house committee on rivers and harmonic that the amount of Federal approthe house committee on rivers and har-bors, that the amount of Federal appro-priation for waterway improvement is hereafter to be governed entirely by the amounts appropriated by the states in which such rivers and harbers are lo-cated. Senator Lewis says his bill, in effect, provides for inst such co-opera-tion between stair and nation.

It is claimed that Representative Bur-tor's proposition is but the adoption of a

ton's proposition is but the adoption of a polley that has long prevailed in other countries. Germany's great harbors are improved and kept in repair in

WILL GO TO THE COURTS Jan. 11, 1905.

Canal Matter to be Taken to the Highest.

WILL DELAY WORK

None to be Done on Canal Till Spring, Anyway.

MATTER IN A MESS, NOW

None of the State Officials Knows Exactly Where the Canal PropesitionStands-Courts inSomeWay Will Have to be Appealed to-Suits May be Friendly, and Maybe Not

Associated Press Disputch.

ALBANY, January 16 The status of the thousand-ton barge canal enterprise is becoming hourly more complex and uncertain. Governor Higgins this morning, and again this evening, expressed the opinion that nothing would be done in the way of awarding contracts or issuing bonds until every contracts or issuing bonds until every vital question affecting the constitution-ality of the canal act of 1903 and the regularity of the procedure of the state officials thus far under its provisions had been clearly determined.

Superintendent Franchot, of the Detment of Public Works, has suspendpartment of Public Works, has suspended decision upon the bids of the competing contractors for the first six contracts pending the determination of the questions reised; Comptroller Kelsey will make no effort to issue bonds to raise money for the beginning of the work until he is satisfied that no doubt can be

other issues raised. The state officers all agree that the agitation in progress must be settled beyond question before the bonds can have any market value. It is bonds can have any market further agreed by all concerned that to award contracts in the present situation might render the state liable to damages and open the way to endless litigation.

In any case, it is now evident that con-siderable litigation is inevitable before work

roller Kelsey said to-night that while the bonds themselves were ready for bone, no sale would be advertised until contracts had actually been awarded. Superiotendent Franchot is not in town, but Governor Hig-

ns said to-night:
"I am sure that the Department of Publi Works will not award a single contract with put knowing the exact legal basis for its ac-

Attorney-General Mayer said he had no knowledge in what form the question of constitutionality would come before him. They could begin a taxpayers' notion to

astitute a friendly suit upon the merits the disputed questions. It may be that I shall only be asked by state officers to render an opinion upon the constitutionality of the jet, in which case the anti-canal people might

bring their arguments first before me, It was suggested to-night that the friends of the canal improvement might on their side bring an action to compel the state to proceed with the work. It is conceded that in some form the whole question will have to be passed upon by the Supreme Court, Appellate Division and Court of Appeals. All like state officers express a disposition to expedite the litigation as far as possi It is a question, however, whether a final lecision could be had in time for equal work this winter.

tracts are auxiously pressing their own claims. They have deposited certified checks latins. They have deposited extent these soles lor large sums, in at least one case nearly 1200,000, as guarantee of good faith and are paying interest on the money. The state has expended from its general tund a large yum in surveys, salaries, including those of the newly created boards of engineers and sers, in advertising of contracts, prin Ing of specifications and engraving of bonds. In one case the state has actually taken possession of land for the canal purposes. The Governor said this morning that he

understood that an opinion against the valid Ity of the canal improvement act had beer prepared for presentation to the Attorney General, but that this phase of the situation had not been brought to his official notice In this attempt he understood that John I Platt, of Poughkeepsle, was one of the prim movers. Whether the law will be tested b wuit or not will not be determined until after the Attorney-General submits his opinion

The Governor has not conferred with Elliu Root on the subject. At the Department of Public Works It was said that the Attorney-General had been ested to farnish such an opinion and tha the point especially in doubt was the legalit of the duel form of the birds which permi ted bidders to furnish proposals by lump sun and by items. This question has been the one mainly histrumental in delaying awards and the one reason why Superintendent of Public Works Boyd turned the decision over to his successor

The first knowledge the department had of any organized attempt to have the can act declared unconstitutional was late la summer when petitions were received from many branches of the state Grange, asking that all progress under the law he sus-pended until the next Legislature had an op-portunity to reconsider its legality. The department declined to regard these protests

and proceeded with the advertisement of contracts and receipt of bids. Attorney-General Mayer declared this morning that he has received no commun! ation from outside sources questioning the alldly of the canal uct. His knowledge of such proceedings is entirely

To Test the Constitutionality of the Barge Canal Law.

It is satisfactory to learn that horough inquiry into the constitutionalty of the barge canal law will be made before anything more is done toward carrying out its provisions. The report to hat effect is confirmed by Gov. Higgins, who says : "The State Comptroller will oubtless give an opinion on the const. utionality of the act. This is vital before proceeding with the actual work on ie canal, because if there was a quesion as to the legality of the act it would interfere with the marketing of bonds o be issued later to pay the cost of the

It is safe to say that the inquiry will e carried much farther than is suggested by the words of the Governor, unless the Attorney General should pronounce the law unconstitutional. The question of its constitutionality will unoubtedly be brought before the Court of Appeals. It has been intimated that Mr. Elihu Root regards the law as unconstitutional and has been requested to write an opinion on it. At any rate the matter will be carried to the highest court in the state, and before work on enormous expenditure of money it will

call for. This is as it should be. Of course, the vote on the canal amendment showed that the people want a barge canal, or provement. But it will do no harm to make haste slowly in this matter. The friends of the barge canal will allow that it is proper to test the constitutionality of the law providing for its construction. If the law is pronounced constitutional the work can be prosecuted with the knowledge that the heavy expenditures of money it entails are legally made. On the other hand should the law be pronounced unconstitutional nighest courts. it can be amended, and the proposition ligently than at the late election. When from letting any of the bids advertised for and Compirofler Kelsey from paywhose expenditure the law provides-it uppropriation for the construction of the canal. is well to go slowly, and it will do no Same

harm if the people have an oportunity of

Will Be Erected in Honor of the Late Dr. E. M. Moore-Probably in Genesee Valley Park.

In response to an invitation sent out some days ago by Secretary John M. Ives of the Chamber of Commerce, the presi-dents of the different societies of which the late Dr. E. M. Moore was a member met yesterday afternoon to discuss the ing of those present that a monument in one of the city parks would be the most

the Morroe County Medical Associa-tion; A. B. Lamberton, president of the board of purk commissioners; W. H. Sampson, secretary of the Rochester Historical Society; Dr. M. E. Leary, president of the Public Health Association: J. M. Ives, socretary of the Cham-ber of Commerce, and T. B. Dann. Presi-dent Rush Rhees of the University of Rochester was invited, but was unable to attend on acco put himself on record as being in full

accord with its object. T. B. Dunn was elected president and J. M. Ives secretary of a permanent or-ganization, and Mr. Ives and Mr. Sampson were appointed as a committee to draw up a circular letter to be sen around to the citizens of Rochester in order to stir up general interest in the movement and to raise part of the necessary funds. It is intended that the mem bers of the committee shall affix their signature to this letter after they have consulted with the different organizations which they represent and for this purpose another meeting of the c

The idea of making the Municipal Hos pital a memorial hospital was discussed, but the plan of erecting a monument accensed to find more favor. The proposed statue would be of bronze and would be after the style of the one recently raised be in the neighborhodo of \$12,000, but on account of the great prominence of Dr Moore in the city and throughout the state it is thought that the amount could easily be raised.

The late Dr. E. M. Moore was Bochster's most prominent and useful citien. The people of Rochester are grateful for what he did for them, and the propriety of erecting a monument to his emory, the money to be raised by pop ular subscription, will receive encourage ment on all sides. He was eminent in many walks of life-not as a physician und surgeon alone, but as an historian, educator, philanthropist, and publicpartied citizen. He organized some of he most useful local societies, served a ident of them, and should be held in rateful remembrance, for his work it viding parks for the people. He was adced, the "father of the park system, nd labored in behalf of the parks when movement had little support from great body of our citizenship and as stronuously opposed by representaives of the very people who are now the nief patrons of the parks, who enjoy tiem most, and receive the most benefit from them. 'The proposition that was approved yesterday by the presidents of some of the societies with which Dr Moore was identified prominently, is fo the erection of a bronze statue in Gene see Valley park. We can think of n other citizen whose memory should be honored in this way, for he stands fore most in the affections of the people and this particular park was largely his

creation, and was his chief delight.

Central Library of Rochester and Monroe County Seronze Statue Collection

GENESEE VALLEY PARK THE PROBABLE SITE.

TO COST ABOUT \$12,000

Sculptor Guernsey Mitchell, a Friend and Student of Dr. Moore, Probable Will Do the Work - A Public Meeting to Be Held

in accordance with action taken at the meeting of the Board of Trustees of the Chamber of Commerce at its meeting on Thursday, December 20th, representatives of the organizations with which the late Dr. E. M. Moore was identified met in the Chamber of Commerce rooms yesterday afternoon to consider further the matter of procuring for the city a monument to be erected in

Dr. Moore's memory.

At the trustees' meeting Secretary Ives,
of the Chamber of Commerce, was authortzed to communicate with the presidents of various organizations and arrange for them to meet. As a result there were pres-ent at yes(erday afternoon's session Dr. Wilam M. Brown, president of the Monroe county Medical Society; William H. Samson, president of the Rochester Historical Society; A. B. Lamberton, president of the Park Roard; former President T. B. Dunn, f the Chamber of Commerce; Dr. M. E. cury, president of the Rochester Health ssociation, and Secretary Ives, of the chamr. President Rush Rhees, of the Univermeeting and expressed bimself as in sym-pathy with the movement, but excused bimif from attendance.

An organization of the committee was efeeted with T. B. Dunn as president and Mr. ves as secretary. The meeting indicated a animous sentiment on the part of the organizations represented in favor of the profct. It seems to be not so much a question f who does it, or how it is done; but of doing it and taking hold of the matter aggressively without delay. The matter of naming the Municipal Hospital after Dr. Moore and uraged in any way, but the feeling seemed be that the movement for a statue should ot be interfered with by the other sugges-on. The decision is to take definite and ositive steps at once, not waiting for the utcome of the hospital suggestion, which originated with Health Officer Goler and which seems to be meeting with favor. From the discussion at yesterday's meet-

g, it is probable that the Moore statue will or similar in size and style to the one of or. M. B. Anderson recently set up on the alversity campus and will cost about the same, \$12,000. It is also probable that Guerr ey Mitchell will be asked to model statue, as he already has a sketch of Dr. Moore in clay and would take a more acrive terest in the work than anyone else, be cause of having studied anatomy with Dr. Moore the statue probably will be placed in Genesse Valley Park. An adjournment was taken until the first

week in February, to give the men present an opportunity to obtain the formal permis-sion of the organizations they are connected with to represent the organization in the mittee and to sign a circular letter, which esterday's meeting instructed Secretary ves and William H. Samson to draft, to be ent to the homes of Rochester, with a view o stirring up a general interest in the projt and of obtaining subscriptions. It is pro-sed when the project is well under way to t and of oh old a public meeting, to be addressed by eading Rochesterlans, friends of Dr. Moore who will make a plea for fine rement, Democrat,

the canal is begun it will be made clear whether or not it will be safe to go ahead with the enormous undertaking and the DETERMINED EFFORT AGAINST BARGE CANAL

Attorney-General Mayer has already time of the election in the light they segue the study of the statute, with effection had on the subject of canal improvement. But it constitutions live and to the subject of canal improvement. pare Argument Against Constitutionality of \$101,000,000 Waterway Bill.

> Camil Association, supposed to represent rationed interests, will make a last determined effort to prevent the construction of the \$101,000,000 waterway which the people of this state have voted to build. This providing for the canal will be attacked and the fight probably carried to the

The opponents of the good have relained Elmu toot and former Chief for building a barge canal can be sub- fustice Andrews to conduct the fight against the canal. mitted to the people again when they will Mr. Boot sold that within a few days he would make an application to Atbe able to vote upon it much more intel- torney General Muyer to restrain Superintenders of Public Works Propulation

the expenditure of so much money is mg may of the warrants on the canal account. nvolved—the barge canal will cost near- "I have not yet given an opinion on the matter," curity er \$200,000,000 than the \$101,000,000 for simil present an argument against the countlimiterality of the bill making the ROCHESTER DEMOCRAT AND CHRONICLE, WEDNESDAY, JANUARY 11, 1905.

PROGRESS OF THE CITY UNDER ADMINISTRATION OF MAYOR CUTLER

REVIEW OF THE PAST YEAR SHOWS ADVANCE IN ALL DEPARTMENTS

Annual Message to the Common Council With Suggestions as to the Future Policy of the Administration for the Best Interests of the City.

Mayor Recommends Annexation of Brighton, Public Care of Tuberculosis Patients, Prevention of Invasion by Water Company, City Ownership of Wire Conduits and Other Improvements.

Mayor Cutler's second annual message that this year will see their accomplishto the Common Council was read at the regular meeting of that body last night. It is a document full of public interest, reviewing the work of the administration for the past year, outlining courses of ac-tion to be pursued, which, if carried out, the Mayor believes will be for the best

interests of the city.

The Mayor gives a few paragraphs to each department of the city government showing what has been done during the first year of his administration. It is a history of advance along all lines, and if kept up will doubtless show the present administration to be the most progressive since the city became incorporated. Al-though much has been done for the city, the Mayor says that many more things remain to be done and promises that this year will see their accomplishment,

Financial Statement. A succinct statement of the city's financial condition, its receipts, disbursements and bonded indebtedness, is given. In the Department of Public Works, the work with reference to the water supply, extension of the service, and street department, engineering work and water-works improvement are reviewed at length. Advances in the law department are pointed out, some of them of decided gain to

Police and Fire departments and Health Bureau have received the special atten-tion of the Mayor, and the progress made is referred to briefly. With reference to the Civil Service Commission, the Mayor points out that all appointments have been from those at the head of the certified ists, without special favors.

The Mayor gives attention to the street railway matters showing what improvements had been made in answer to firm intence upon the right of the people to nfortable, convenient and safe transportation and upon the right of the city to

regulate the use of its streets.

Reference is made to the invasion of the Rochester & Lake Ontario Water Company, and also to flood conditions, the lighting of the city, overhead wires garbage and sewer reduction and other matters of public interest.

Important Recommendations. Mayor makes these recommendations Legislation requiring the Corporation Com-

Arrangements to make she public care of tuberenjosis permanent.

Every proper effort to prevent the invasion of the city's monopoly of the sale of water, upon which the city depends for revenue to meet the expenses of the water department; satisfactory rate to large consumers after this question has been decided.

Ownership by the city of the subway conduits of the Rochester Ratiway and Light Company, to order better to control the pole and overhead wire situation.

Legislation to regulate the price of electricity for both power and illuminating purposes.

tricity for both power and diministing purposed.
Adequate provision for inspection and test
of electric meters, upon the accuracy of
which the consumer must depend for protection against an excessive charge.
Legislative action for the annexing of the
entire village of Brighton.

More sanitary disposal of garbage and a
sanitary disposal of the city sewage now
emorying into the Genesee river.

Action looking toward the employment of
an expect visitneer in order to conserve the
interests of the city in the flying of the
barge causi pants. barge canal route. Removal of the Health Bureau to a sepa-

Results of a Year's Work.

The Mayor's message follows in full: The Honorable the Common Council; Gentlemen—After a year of collabora-tion in the public service, it will be useful to recall the more important incidents of the work, and, without invading the provnce of the departmental reports, to se lown in order some of the results so fa Candor will require the admission, tha

not all of what has been proposed has be-completed, and some of it is not yet actur-ly nader way, but none of it has be-overlooked or neglected, and while the cohave been somewhar enlarged, under inrether study of them in detail, it is expected

.

Department of Fluance -The following is a condensed statement, showing the more important features of the financial condition of the city. I expect that the new system of accounting will own result in a more business-like presentation of facts in our regular financial statements. There is at present no satisfactory di crimination between moneys dishersed r operating expenses and investments in the permanent improvement of the municipa plant, and while for purposes of estimating the city's power to become indebted under the constitutional limitation, the obligation for improvements, which are to b repaid by local assessments, is properly included, the city is merely loaning in credit, and if the assessments are promptly collected there is a real and important dif ference between bonds issued for this ac-Early in the year the sale of the Genesce

Valley Railroad steek notted the city the sum of \$420.800.25 in each. Every dollar so far expended from the fund is represented by investment in permanent improvements, as will appear by the in-ventory. Large sams have been invested in real estate and buildings, or water works improvements, and by which the city will benefit for the next half centur A record book of forecle A record book of foreclosure proceed-ings, instituted by the city, has been opened this year. Reports and court or-ders, directing the application of the pro-ceeds of sales under 104 actions, have been received. The moneys have been applied as directed and after such application there remained unpaid on principal of

taxes alone, \$73,906.55, which were directed to be removed as liens from the property sold. No provision has been nade for taking care of this large amo which, upon our books, repr

On the delinquent tax ledger, which was started by the preceding Treasurer, there are now over 650 individual accounts. These accounts represent uncollected taxes from the year 1855 to 1893 inclusive. amounting to \$51,581.25, exclusive of in-erest. This ledger is brought up to date and all past-duc taxes and assessments will be shown on it this year.

Collection of Arrears of Taxes.

Two collectors of delinquent local im-provement (axes have been appointed, and as their time will be devoted almost exisively to that branch of the work, it is hoped to show good results in the collec-tion of local assessments. There has been ted \$382,185.50 on local improvement essments during the year, and upon the first assessment of the East Side sewer \$24,108,20, and of the second assessment

\$107,110.91.
The search department receipts for the our are \$1,863.25.

On March 4th we received for Bank Taxes (balance of 1901-1902) \$13,254.60. On December 31st we received for Bank Taxes for 1904, \$38,930.49. Our Collections on past due taxes, which were sold prior to January 1st, 1904, amount to \$39,517.72, and on unpaid personal taxes, which were due prior to January 1st, 1904, \$17,145.70.

The present method of collecting arrest of taxes and assessments is antiquated, cumbersome and depends upon the regularity of the procedure of many departments of the city government. In my judgment the time has come when the dees, and such minor details, should be lone away with, and a statute should be passed requiring the corporation counsel to begin proceedings to foreclosure real es-tate where the taxes and assessments have remained unpaid for unwards of two year mend legislation to that end.

Water Supply Protected. Department of Public Works, Water-works Department, Superintendent's Di-vision.—The source of the water supply at Hemlock lake has been carefully protected by keeping the watershed free from logs, brush, trees and other rubbish, and by the mpt and efficient collection of garbag and excreta from the few remaining cot tages on the take. The village of Spring water, at the head of the lake, and the property extending from the village to the water, have been is spected and kept under supervision, and the tributary brooks, or streams, have been kept free from in-smithery substances. The swamp lands at the head of the lake have been in great part cleared of trees and brush at little or no expense to the city, and that work will be completed, it is expected, during the present winter. On Section No. 2 of the new conduct, south of Honeoye Falls, some eight hun-

dred feet of pipe was uncovered, thorough iy cleaned and scraped and then re painted, which was necessitated by the pitting of the steel plate. At Highlan Reservoir the new gate house is practically completed and the old gate house has been painted and renovated during the

Water Service Department,-During 1 year the department has set 916 meters and has removed and examined for re-pairs and tests 1,040 meters, and 893 nec meters have been installed. For the sam period of time 1.436 connections have been made with water pipes and 615 new ac-counts opened on the books of the Registrer's Department.

For the purpose of increasing the efficiency of the demestic system for fire protection, a 36-inch main has been inid Kent street, from Brown street (the end of the present 36-inch main) to Jay street, and in Jay street, from Kent street to Oak street and in Oak street, from Jay treet to Smith street, making a coinch domestic main.

Waterworks System Extended.

Also on the east side of the river a 30-inch main has been laid in Joseph as-nen main has been laid in Joseph avenue, from Central avenue to Herman street, a 20-inch main in Herman street, from Joseph avenue to Hudson avenue, a 16-inch main in Hudson avenue, from Herman street to Gilmore street, and a 16-inch main in Buchan park and Lowell street, from Joseph avenue to St. Paul street, from Joseph averne to St. treet; also a 12-inch main in Clevels street, from Hudson avenue to North street, In addition to the foregoing a 10-inch main has been laid in University avenue, from South Goodman street to the Culver road, and an additional 6-inch pipe laid on the apposite side of the street from the 10-inch main in such portions of the street where no main existed. from South Goodman street to the Stromberg-Carlson Company's premises; thus giving a double line of pipe in University avenue from South Good

nan street to the Culver road. Extensions of the water system, or en-largements of the water mains, in advance thirty-three other streets. A summary of

10 1	VS:			
36 36 20 16 12 10 8 6	in. in. in. in. in.	pipe pipe pipe pipe pipe pipe	approximately 1,601 approximately 2,831 approximately 2,831 approximately 3,388 approximately 1,382 approximately 5,131 approximately 5,033 approximately 16,444 approximately 46,444 approximately 440	fee fee fee fee fee fee
3	Mak	ine n	total of approximate-	

The estimated recepits for rents pr for the current year, will amount \$430,000, and if the frontage tax and (al receipts of the department will b

Cleaning of Streets and Walks. Street Department.—Severe we cather necessitated the removal of nally large quantities of snow and i here were removed from the streets no 70,000 cubic yards of snow. The p vious winter only 18,000 cubic yards w removed. The increased expense for st removal made a heavy inroad into the funds appropriated for the street department and special care was required in the expenditure for the balance of the year The winter weather conditions of

also entailed a large expense in the clean-ing of sidewalks. The city cleaned, dur-ing the winter months, about fity miles of walks at a cost of about \$2,000 from the highway fund.
As improvements are made, the work of dition prevailed during the past year, add ing somewhat to the expense of the de-partment. The street fund bears 50 per cent, of the cost of cleaning streets ontract, which amounts to about \$8,000

Owing to the large number of building in construction, and the excavation atte ing such work, the increased cost of lat and teams for the removal of askes and rubbish amounted to about \$4,000 over what would have been paid under former prices. Disposal of ashes, as well as waste, because of the longer haul to note sections of the city, adds to the cof this branch of the work. The depart ment has collected from manufac for the removal of trade waste, about \$2, 000 during the past year.

The construction of all house drains,

ateral sewers, and the laying of wat services, connecting the premises of citizens to city sewers or water mains have been inspected and the records of the street department show a total of 2,262 in spections through this branch of the department during the current year. The report of the Inspector of Weights and Measures shows that there have been ested during the year 6,374 scales and

Driving Park avenue bridge and Plat street bridge, and the under side of East Main street bridge, have been repainted. To the latter structure, however, much ore work is needed before it is in propcondition. The painting of the rusting of the iron gave ample evidence

Six Miles of Street Paved.

Engineering Bureau .- A total of twent seven streets paved, having a length of six miles at an approximate cost of \$375, 000, shows the improvements in this line, Among the more important street improve ments may be mentioned University avenue, Portland avenue, Joseph avenue and the brick pavements of streets form

ing approaches to the Public market. Sewers have been constructed in twenty-one streets at a total length of about three miles at a cost of about \$60,000. Sidewalks have been constructed if fifty streets, exclusive of walks built i tion with pavement ordinances. Th

total length is about eighteen miles and the total cost about \$55,000. The Densmore creek channel overflow of the East Side trunk sewer has been im proved by deepening and enlarging, and ength of about one-half mile at a cost, ir ing two concrete bridges, of abou

The gross cost of work done under Loca mprovement Ordinances is about \$535, Waterworks Improvements.-The thr.

old boilers, formerly used at the Holl pumping station, have been replaced wit two boilers of the marine type, having a capacity of 500 boiler horse power. The original chimney was taken down and built larger to correspond to the increased capacity of the boilers. The steam piping was also enlarged for the same purpose. These improvements at the Pumping Station have been completed. A contract has also been made with the D'Olier Engineering Company to furnish and install an additional pump driven by a DeLaval Steam Turbine. This pump is of a cen-trifugal type, and has a capacity of 3,000. 000 gallons per day. It is expected that t will be installed and in operation earl

Holly Pumping Station Enlarged.

An auxiliary pumping station has been erected on hand leason from the Rochester Gas and Electric Company, at the south end of South Water street, at a cost of about \$2,000.

The Holly pipe from Main street east, to this station, has been enlarged from a 6-inch to a 12-inch pipe. The station and

A contract has been made with Henry R. Worthington to furnish a 3,000,000 gallon centrifugal pump to be driven by General Electric motor. It is expects that this pump and motor will be installed and put in operation early this year. The nominal capacity of the Holly pumping station, previous to the proposed enlarge-ments, was 7,000,000 gallous per day. The increase this capacity to 13,000,000 gallons, or, after making allowance for depre-ciation of the present pumps, will double the capacity of the Holly system, A new outlet screening well, sur-

nted by a brick building, containing ntake and outlet pipes, together with a weir chamber for accurate measuremen of water delivered to Rush reservoir, has been constructed. The reservoir bottom was also cleaned, about 4,000 cubic yards

of silt being removed. The old outlet well, together with the gate house appertaining to this reservoir, have also undergone necessary repairs.

This construction at Rush reservoir was a necessary part of the additional water supply, as was also the gate house at Mt. Hope reservoir. On account of an appeal from the de

cision of the commissioners appointed to appraise the damages for the land taken for Cobb's Hill reservoir, it was impossible to go on with the work during the year. New commissioners have been ap-pointed and the proceedings are nearly completed. It is expected that the city will be in a position to go on with this work early in the present year. In the prepared. Mr. Frederick P. Stearns, chief engineer of the Metropolitan Water Sup-ply of Boston, has been retained as consulting engineer in the preparation of the plans for this work.

Increase in Real Estate Value.

Department of Assessment and Taxa-tion.—The following statement shows the increased valuation for the year:

Real est. \$107, D8,775 \$109,337,400 \$2,138,550
Personal . 5,874,750 6,301,000 \$2,138,550
Franchise 4,703,775 4,004,750 171,215
Peusions . 314,550 328,850 14,000 All the wards, except the First, show considerable increase in real estate value By the kind co-operation of Count Clerk Hotchkiss, who has given special attention to sending over all deeds of cit

property recorded the previous day, several thousand transfers have been mad been corrected. This important work will be could

and, if necessary, elerical assistance for the required time should be furnished to bring all the records in the office to us

Law Department.—The wisdom of in-reasing the salary of the Corporation counsel to \$5,000 on his waiving costs, has been proven, the city having received d ing the year some \$2,300 in fees, form ly the perquisite of the corporation coun-sel. This item shows a saving of \$900 on the salary of the corporation counsel.

The duty of prosecuting in the police court was in the main removed from this department during the year. It still continues to prosecute the cases under the Health Ordinances. Under these ordinances fourteen milkmen have been convicted and fined a total penalty of more than \$700. More than 1,000 violations of the health ordinances have been reported for prosecution, exclusive of some hun-dreds left over from former years, which had to be investigated, and in some cases

Prosecution for Back Taxes. One of the most important tasks of the Law Department has been the prose-cution and settlement of claims for back

New statutory requirements and court decisions seriously retarded the active prosecution of this work until well into the year. In spite of this handleap thirty-six Supreme Court foreclosures have been six Supreme Court foreclosures have been begun. One hundred and sixty-five parcels of land have been sold, only one of which was purchased by the city. This secured to the city treasury upwards of \$11,000, and this property, formerly showing a loss to the city, will now pay its proper share of taxes and assessments.

The purchase by the city of considerable additional real estate has given this

ble additional real estate has given department a large number of titles to examine and approve. In addition to these purchases, eight condemnation pro-ceedings have been instituted during the usive of three important one year, exclusive of three important ones instituted by a prior administration, name-ly,—The Riley Triangle, Cobb's Hill and

Jordan Alley proceedings.

There has been a marked reduction in the number of actions and proceedings, invoving the city, during the year. On January 1, 1904, there were pending fortyeight actions, including fourteen new ac-tions instituted this year, there are now pending but forty-one actions.

The settlement of unpaid real estate

uxes, referred to above, in conjunction with unpaid personal taxes, has been of great value. This work not only secures to the city treasury considerable sums of money, but also materially reduces the amount of non-productive real estate on the city tax roll. referred to above, in conjunction

Police Department Strengthened. city, during the year, was that of the Thomas W. Finncane Company vs. the Foard of Education. The action was commenced November 18, 1903. The amount demanded in the complaint was, exclusive of interest, \$52,311.74.
On the 28th day of January, 1904, the Board of Education made a formal offer

of judgment to the plaintiff of \$22,500. of judgment to the plannin of \$22,000. This offer was not accepted and a lengthy trial was had before Nathaniel Foote, Esq., referee, in which upwards of twenty-five days of hearing were had, and a record of upwards of 3,000 printed pages of evidence was made. The decision of the referee awards to the plaintiff judgment against the Board of Education for \$25,003 28 of which amount \$2,157.67 is \$25,093.38, of which amount \$2,157.67 is interest, the greater part of which has accrued during the trial of the case. The net amount awarded to the plaintiff, exclusive of interest, was \$22,335.71, which is \$435.71 more than the amount which judgment was offered by the Board of Education, before the trial was had.

Police court-The total number of arrests

\$5,966 16 \$8,832 40 1903. 1904. 5,405 6,951 SUMMARY FOR 1904.

the first of February, proximo.

Ten additional police officers have been appointed. The position of the deputy appointed. The position of the dechier of police creates and men of the pointment of Major Francis H. Schoeffel, a West Point graduate and a United States army officer, retired, whose work, particularly in discipline, and the systematizing of administrative detail, has also a marked improvement.

For Protection Against Fire.

Fire Department.—The Fire Department has been greatly strengthened by the addition of two Metropolitan steamers, which have a capacity of 900 gallons per minute each, and by three combination hose wagons of the best type. A second

The two additional fire houses are well advanced toward completion, and when put in commission with the addition of thirty men to the department, will, with other improvements in process, or contemplated, make the city's Fire Department equal, if not superior, to that of any city of its size in the United States.

There has been purchased 6,000 feet of first-class hose in addition to the fired-

first-class hose, in addition to the 6,000 feet purchased immediately after the fire of February 26th, and arrangements are being made by which the carling of the hose of outlying companies to Front street after a fire, and the taking of the men away from the houses for this purpose, will be, to a very considerable extent, lessened and finally entirely discontinued. The year has been one of disastrous form all of which, however, have been

es, all of which, however, have been added with courage and good judgment

Further study of the problem of housing the Fire Department headquarters and the fire alarm system, has develope serious objections to the use of any rea estate now in possession of the city, an view of the fact that the determina upon a plan involves the settlement of a considerable number of important ques tions, and of the fact that the year ha-been crowded with important and far tions, and of the fact that the year heen crowled with important and far-reaching constructive work, it has been deemed wise to postpone action, at least until the opening of the next building season, and this conclusion, as well as the son, and this conclusion, as well as proposition made to the administration to consider certain alleged improvements the matter of police and fire alarm wiring has led to a postponement of the new fire alarm installation contemplated.

Health of City Good. Health Bureau.—The health of the city has been good. Diplitheria has been epedemic in the northern section of the city for the past year, nearly 1,000 casts having been reported.

The summer milk stations have been reported by the bureau after the general

eted by the bureau after the genplan adopted here for the past eight year Forty thousand bottles of milk were sup-plied. The expenditures were \$1,500, an the receipts \$433.88. Nothwithstandin the increase in population in the city of Rochester, the death rate among children, under five years of age, has decreased 38 per cent, since the establishment of these

This branch of the Health Bureau's This branch of the Health Bureau's work has attracted very favorable comment both in Germany and in England. In a recent report by the Medical Officer of Health of Battersea, he says: "This method, i. e. the Rochester method, is far in advance of anything that has been done in the English municipalities." At the Louisiana Purchase Exposition our Health Bureau was awarded two gold medals for the excellence of its work along these lines

The treatment of tuberculosis, under the care of the Public Health Association, in the Municipal Hospital, has shown im-portant results, and I am of the opinion that arrangements should be made to threatened by this scourge of humanity

should be saved.

Bureau of Buildings.—The growth and prosperity of the city are well indicated by its building record. In addition to many new buildings, made necessary by unusual fire losses, building operations have been on an unprecedented scale. More than 1,600 building permits have been granted representing an investment been granted, representing an investmen of more than three and one half million dollars, an increase for the year of nearly two million dollars. Of this sum more than one million dollars is represented by commercial buildings, showing a gratify-ing growth in our business interests.

City Parks Beautified.

Parks.—Special appropriation, for the year, of \$30,998 was made. This sum has been spent in permanent improvements in the several parks, such as an adminisin the several parks, such as an adminis-tration building, shelters in several parks, greenhouses, swimming pools and pavilion, comfort stations, roads, walks, draining, etc. The number of people visiting 'he parks has unquestionably largely increased during the past year. The playgrounds and swimming pools have given an oppor-tunity for much healthy exercise and are

of ever increasing interest.

The maintenance fund, increased this year by \$10,000, has been spent not only in the regular maintenance of the parks, but in increased labor of caring for the

trees on the streets, the pride of every citizen of the city. Civil Service Commission.—The work of this board has been heavy and well done during the year. It is proper to remark, under this head, that there has been, so far as I am aware, no case in which the candidate at the head of a certified list has failed of appointment; an interesting fact as showing the willingness of the appointing power to observe the spirit of the civil service laws, not at all a precedent noweyer; I prefer that other things being equal, no candidate shall be passed over, but it is the duty of the appointing power to exercise a choice, if the public interest may require it, as otherwise, the appointing power would pass to the com-missioners, which is not the intent of the law. edent however; I prefer that other things

—While it is probably true that the general prosperity, with which Rochester has been favored during the past year, is a partial explanation of the reduction of expenditures in this department, I am in-clined to think that the good work done in investigating cases, and in protecting the city from imposition, has had greater influence, and it is pleasant to note, that while there is no complaint that any person, who is entitled to relief, has not re-ceived it, the amount expended has been reduced from \$73,939.16 in 1903 to \$69,-953.71 in 1904.

New Method of Accou

Municipal Accounting.—The preliminary work of arranging for books and blanks, and other details, in putting into operation the new system of municipal accounting, prepared for the city by Messrs. Price, Waterhouse & Company, has been well done by a special committee, consisting of the comptroller, the treasurer and the comparation counsel, and as arranged, the ration counsel, and as arranged, th new method of accounting went into effect on the first of January of this year. It ton a to its matty and to the control of the contro

ous value, to operate street railways with-in the city, have been granted from time to time with a lack of foresight, which, in lew of present conditions ,appears ind

Central Library of Rochester and Monroe County

electric street railway methods has operated to make what seer ed reasonable profile to make what seer ed reasonable profile to make what seer ed reasonable profile to the profile to the

have record, excepting that of 18%, and it is expected therefore that this work will prevent the flooding of the section of the city in the vicinity of Exchange street be-

tween the Eric canal and Hubbel Pork and also the incidental damages caused by flooding Exchange street sewer.

Changes in Lighting of City.

Rochester Railway and Light Company,
-During the year the Rochester Gas and

Electric Company and the Rochester Rail-way Company came under the control of one corporation. This company controls

not only the street railways, the relation

of which to the city has already been con-sidered, but also the street lighting, both with electricity and with gas, and also all

gas used for both lighting and fael by the

citizens, and nearly all of the electricity used for lighting and power, and the un-derground conduits for electric wires, ex-cepting those of the Bell Telephone Com-

under a five year contract, dating from July 1, 1903, for street lighting. There

are now about 2,450 electric lights, requiring 450 watts energy, formerly known a

2,000 candle power, located singly. There are also about 480 lamps, located in pairs, mostly 300-watt lamps, formerly known as 1,200 candle power, and also 140 gas

The contract price for 450-watt lamps i

The contract price for 350-watt tamps is 21.1-2 cents per night, or \$78.50 per year; for 360-watt lamps 18.1-4 cents per night, or \$66.61 per year; and for gas lamps 8 cents per night, or \$29.20 per year.

The contract provides that all open arcs be changed to inclosed arcs before January 1, 1407. The present company immediates

1907. The present company, immed ately taking possession of the property, began the change, and a large part of the city is now lighted by the enclosed arcs,

and it is expected that within a few

onths the entire change will have been The proposition from the Rochester Gas

and Electric Company to the Common Council, made March 11, 1902, provided that under certain conditions the price of illuminating and fuel gas, after April 1, 1903, should be \$1.00 net, and the gas should be not less than 20 candle power.

Should Own Electric Subway. The city has been provided with a mod-ern first-class photometer for testing the

uality of the gas, and tests are made by

The contract for electric lighting pr

vides that the instruments necessary for tests should be provided by the Rochester Gas and Electric Company. It has been deemed avisable, however, that the city

wn instruments for this purpose, and full set has been purchased and tests of the electric lighting will also be made at

regular intervals to see that the lights

re fully up to the contract requirements.
The enclosed arcs now being installed, unsuant to the contract, are much more cliable in operation than the open arcs.

reliable in operation than the open arcs, and it is expected, when the change is fully completed, that the lighting of the city, which is generally acknowledged to be superior to that of any other in this country, will be still further improved.

Conduits for Electric Wires, and Overhead Wires and Poles.—The Rochester Railway and Light Company now has about thirty-nine miles of electric subway. This subway is used for all underground.

This subway is used for all underground wires, with the exception of the Bell Tele-phone Company and a short subway be-loughing to the Western Union Telegraph

city may take it over upon payment of the cost of construction. I believe it is for the public interest that the city own this subway as soon as practicable. The con-

subway as soon as practicable. The control of the pole and overhead wire situation would be much less complicated that at present, provided the city has the ownership of a sufficient electric subway

to take care of all the overhead wires.

To Put Wires Underground.

It is my purpose to relieve the con-gested section of the city from overhead wires as rapidly as possible, and to this

end an arrangement was made early in the year with the Rochester Bailway and Light Company to put all wires under-ground in that section of the city in the vicinity of Mill, Front and Water streets.

This work is now going on and it is ex-pected it will be entirely completed in the

pected it win be early spring.

Owing to the unwillingness of the Bell Owing to the unwillingness of the Bell Owing to t

chester company, less progress than was

expected has been made in this work, but

this company has done considerable in placing its wires underground in its own

conduits, notably in University avenue, and in removing poles and wires from Jones Square and at other points. It should be understood that this whole mat-

ter is complicated and its satisfactory

Price and Tests of Electricity.-The

tendency to monopolize the business of fur-nishing electricity seems to render it de-sirable that the Legislature should be re-

uested to regulate the price of what is low becoming a necessity, both for power and for illumination, as has been done in the case of gas, and in the same connection

the public interest undoubtedly requires some adequate provision for the inspection and test of electric meters, upon the ac-curacy of which the consumer must depend for projection against an excessive charge

venient and safe transportation within the city, and the right of the city to regulate the use of its streets, so that all the rights of all the people may be, so far as possible, preserved, has produced a substantial addition to the company's equipment of modern cars, a very considerable improvement in the character of the service, and the discontinuance of freight car operation during prohibited hours.

Regulation of Street Railways.

Franchises in about fifty streets, one paragraph of which is so worded as to assume to grant a franchise in all the streets and avenues of the city, though not exhibit plicity named in the grant, and which have remained unused for more than three years, or have been abandoned, will be, under the ordinance passed by your konorable body, presented to the attorney-general of the state with a request for his action under the statute to complete their

It is impossible to forecast the action of the courts in this matter, but it seems incredible that the company should be permitted to hold franchises for forty or fifty years, unused in the streets, upon the plea that they have not been completed by a request for the consent of the property owners. This interpretation of the law would, of course, mean that the provision of the statute to provide for revocation is

A number of new trolley lines will soon A number of new trolley lines will soon enter the city, and their advent will bring business. Properly considered, however, this is no reason for omitting regulation of their use of the streets. Freight and express cars must be excluded from the main streets if they are to serve the purpose for which they are mainly designed, and if public safety and unful; convenience and if public safety and public convenience are not to be pushed aside by corporate

attractive to cause them to submit quietly, if not cheerfully, to such reasonable regulations and limitation as the public interest imperatively requires, and the police powers are adequate if seriously employed to protect the streets from confiscation.

Reasonable privileges to move freight to properly located terminals should be given, but no through freight should be permitted to cross the city at grade; no passenger cars should be permitted to run on the street surface roads which do not make the same stops as the cars of the street railway, because, if for no other reaon they would interfere with local traffic. Express trains, or freight trains, should operate only on a private right of way, and not at grade, in running through a

Armory and Public Market,

State Arsenal.—The land required for this purpose has been purchased and transferred to the state, and the plans are now about perfected; test pits have been dug, and it is expected that contro ts will be let so that the actual building work can be commenced as soon as the weather will permit in the spring.
Public Market.—As soon as title to the

land had been acquired, construction work was commenced, and is so well advanced that the market can be opened on April first. The commission recommend a further allowance, for needed building and other work, of \$100,000, and estimate, in what seems to be a careful and con-servative way, an income of \$30,000, which might be very considerably re-duced and yet make the market at an outlay of \$250,000, one of the city's best as-

the elimination of the Union street grade crossing, which had remained unacted upon since February 3, 1903, in the hands of the Railrond Commission, was taken up and pushed to final and favorable necessity. tion in September, and the work is now

Ontario Water Company and Water Rates.—A private corporation has, under a decision of the Court of Appeals, and without the consent of the city, laid a line of mains across twenty-nine streets, and has proceeded to sell water to the city's largest consumer, the New York Central Bellsed Comments. Railroad Company, and it appears to be the duty of the administration to use every proper effort to prevent this invasion of the monoply of the sale of water, upon which the city depends for revenue with which to meet the expenses of its Water-

As to Loss of Water Revenue.

It is not at all a question of whether it is a good thing for the New York Cen-tral Railroad Company to get cheaper tral Railroad Company to get cheaper water, or whether it would be a good thing for the other large consumers to get cheaper water, but simply a question whether the city will permit the manage-ment of its waterworks revenue to be taken out of its hands.

I sympathize with the desire of all the large consumers to sective a less rate. I believe that if the city was not confronted with this invasion of its coursel of the water business within the city, it would entirely practicable within year to make a rate which would be satis-factory; but obviously the first question for the administration to settle is, from what sources can waterworks revenue be absolutely depended upon, and after that, taking the condition thus established into account, how cheap can the zity afford to

sell water? Sen water?

Genesee River. -The consideration of flood conditions in the Genesee river has had my attention during the year, and a

Annexation of Territory.—It has been obvious for a long time that the property fronting on Culver street, in the village of Brighton, should be taken into the city. The character of the building upon the property, and its relation to the city system of sewerage and water supply, as well as other perions considerations, have supas other obvious considerations, have suggested some action by the city upon these lines, and it is believed that this matter should be disposed of at the present session of the Legislature.

Full consideration of all the questions

arising, however, seem to point to the propriety of annexing the entire village, and the practical questions involved are seer, and as soon as a determination is school, as to the best interests of the ty, and a just consideration of the rights others affected has been arrived at, a bill will be drafted and presented to the egislature. This act ,if it shall pass the

e city for approval. Garbage Reduction and sewage Dis posal.—The necessity of a more sanitary disposal of garbage is well recognized. There is no branch of the municipal scrvice, however, where, owing to insufficient information, such serious mistakes are made. The City Engineer and Commissioner of Public Works were therefore equested to make a thorough investigation

Sanitary Disposal of Sewage. he sanitary disposal of the sewage now emptying into the Genesee river was suggestion of the City Engineer, Emil Kuichling, sanitary engineer, of New York, formerly of this city, who in 1888 made a report upon the East Side trunk sewer, was retained to make such further additions to the report as might be nece sary or desirable to bring it down to date. Mr. Kuichling has given considerable at tention to the subject during the year, and it is expected that at least a preliminary report wil be presented at an early date, and this, together with the report on the subject of garbage disposal, will be pre-sented to your honorable body in a specia

Barge Canal Route-The line of the projected barge can as related to the city, has had careful attention, and on my request the Advisory Board, with the State Engineer, visited the city early last year and made a careful study of the ger eral conditions. It has always seeme the relation of the new waterway to the city, if built, should be most carefully de-termined, in order that we should not only avoid any damage to our several interests, but since we are to be heavily taxed to pay for the work, that every possible ad-vantage should be secured.

The problems presented are complex and the opinion and advice of an expert of the highest ability, dissociated in every way from local or official relations to the matter, seems desirable. Advised that the sarily affect the settlement of questions i which the city is concerned, action on th subject has been deferred, but should, I

To Remove Health Department. City Hall Improvements—Very important changes have been made in the City Hall during the year. The rooms originally built for the occupation of the Mayor have been restored to their prop Treasurer's office has been entirely re modeled; the dividing wall being removed and the side entrance closed up, making it a large, light and suitable room now ademite to the very large amount of business which has come to be done in it, and p yiding for safety as well as convenien The Council Chamber is being refurnished nd redecorated, and it is believed that, so far as it is possible, in an old building, which the city's enormously increased business has nearly, if not quite, outrown, the best conditions obtainable have

made during the coming year to remove the entire Health Department into a sepa-rate building, both because of the fact that its rooms are urgently needed for other purposes, and because there are good reasons why the work of this bureau should not be carried on in the City Hali. It is realized that in the effort to keep this paper within reasonable bounds much has been omitted, which, in recognition o most excellent departmental work, it would have been a pleasure to mention, but it conclusion I express my profound sense of obligation to all the heads of the departfactory result in the work of the year

I have also to acknowledge the effective support of your honorable body in the leg preciation of the personal courtesy and consideration which has been shown me business has brought us into close rela I hope we shall be able to work as har-

minus to us, and to secure this and my JAMES G. CUTLER, Mayor January 10, 1905.

Statement of Indebtedness on Bonds and Bills Payable December 1, 1904.

1. Debt to be liquidated out of direct taxation 66,922.49 \$7,580,000,00 \$7,008,526.10 \$7,081,825,74 419,000.00 \$10,710,825.74 Total amount on the general city tax rolls May 1, 1964, for collection, including tax bey amount and additions of defluquent water, snow cleaning, walk repairing and other local assessments, etc. \$2,348,467.03 Total amount of collections on above to date

Balance uncollected

Of the above balance the following amounts could not be sold

Assessments against state property

Uncollected personal taxes

Balance of franchise assessment against Rochestor Railway Co. 11,752.02

Amount of saie to city of real estate taxes for year 1964.... Delinquent local, East Side sewer and water taxes included in amount of taxes sold to city.....

Actual amount of city tax proper sold to city

active opposition must be overcome be-24,177.52 fore anything very satisfactory can be ac-10,342.53

\$11,326.59

Is the Chamber of Commerce prepared to undertake the work in good faith and push it through? Until that question be answered speeches, arguments and resolutions are not of much consequence.

implacerally to the suggestion of its ne

president that renewed efforts should be made for the abolition of the smoke mil-

sance in Rochester, but so it has listened to similar suggestions before, and yet the

sooty clouds continue to hang over the city like a pall, a menace to health and

It might be interesting to know, if the

question were put to the test, if a major-

ly of the members of the chamber would

vote for the adoption of measures really

designed to suppress, or to at least abate,

the abominable conditions caused by the

unintelligent use of soft coal in the fur-

buildings. The Chamber of Commerce is

an influential body, embracing a vast va-

riety of interests, and if its members

acting as a unit were determined that

the smoke nuisance should go there can be little doubt that a date might be defi-

nitely fixed for a public celebration of its

President Rogers was entirely right

in saying that the abolition of the nui-

sance is practicable and that it can be

made economical. That has been the ex-

perience of other cities, and in the iso-

lated instances where it has been tried

it has been the experience in Roches-

ter. But a tremendous inertia and much

RECEIPTS.

Other ordinary receipts ? 2;	439,754.88. 377,908.06	\$ 83,721.07 7,700.32 \$ 91,421.39	Hemlock Lake Water shed Fund. \$1,570.45 \$1,000.00	68.005 Park Bontevard Pund	Park Improvement Park Improvem	\$ 452,088,00 \$9,358,01 \$492,346,01 1,000,000.00	90 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5	\$2,767.037.65 439.754.68 437.754.88 437.754.80 \$5,645.094.63 1,420,000.00
Railroad stock	380,902.25		_		39,988.00		_	420,890.25
Total receipts\$63,	484,844.61	\$101,421.30	\$171,579.42	\$50.39	\$40,365.97	\$1,492,346.01	\$280,377.00	\$5,570,984.88
	0	ISBU	RSEN	EN	TS.			
	General Fund.	Overdue Taxes Fund.	Hemlock Take Water-	Park Boulevard Fund.	Park Improvement Mand.	Local Improvement Fund.	East Side Trunk Sever Fund.	Total All Funds.
For Interest	595,445,25 694,826,57 169,240,38 58,600,00, 6,000,00,	\$ 97,645.46	\$ 1,531.45	\$991.41		\$ 93,104.31 58,895.67	\$ 20,097.39	\$1,788,717.88 694,826,57 248,233.44 58,600.00 6,000.00
For armory site	524,112,20 159,265,37 50,000,00 102,150,28 127,446,15	\$ 97,645.46	\$ 1,531.45	\$991.41	\$20,552,08	\$ 151,999.98 434,715.43	\$ 20,097.39 21.314.14	\$2,796,377,80 159,265,37 50,000,00 102,159,28 127,446,13 485,581,65
excess of new bills issued			155,000.00		_	825,000.00	146,000.00	1,106,000.00
Total \$ 2.1	000 070 DE	\$ 97,645,46	\$130,531.45	Shot It	\$29,225.08	\$1,411,715.41	\$187,411.53	\$4,826,821.32

Let the Barge Canal Folly Be Halted. non juriets of Elihu Root, former Secretary of War, and

Hon, Charles R. Ambrews of Syracuse, former Chief Judge of the Court of Appearis, of the opinion that the burgeway canal act is unconstitutional. is the duty of the Attorney General to give immediate heed to the taxpoyers" position against gaing on with the canal work that is so be presented to him and begin proceedings that will establish the validity or invalidity

with the possibility that the constact will be declared void. For there would be no doubt of the Hability of the state upon these contracts, involving a bir waste of public funds. Then again, with there is the posbility that the unconstitutionality of the canad not may be established and to laster upon high prices for their undertakture, and there will be trouble in marketing the proposed canal bond large,

Governor Higgins has augmified a purpose of having the question of the constitutionality of the act thoroughly examined before the great canal undersating to formally taunched. He mays wholy: "Title is vital believe proceeding with the actual work on the canal, because if there was a quition as to the beganny of the act it would interfere with the marketing of bords to be much liter to pay the cost of the canal,"

thefore the state finally commits riself to the stupendous waste of public funds contemplated in the dublous large causal project, regardless of the something and the count act, the Legislature should examine the recent developments relative to the employment of electric towage upon the count. It has been shown by the best of engineering authority that the present sound out to residentialed with an electric towage system, and that for from calling for an expenditure of \$155,000,000 by the mate in eighteen years, which the barne product entalls, the state could actually make \$87,-000,000 in their period and the facilities of the causal he equal to those of the proposed barmway.

Here is something for the Legislature to look into. The facts were not before the people when they voted on the barge proposition. It is the duty of the Lagistiture to save the state from that monumental felly, it belief in He power perto do and it having been invested with authority so to do,

CANAL STATUS FORCED TO VAN

Must Be Decided By Courts, John J. Platt Says.

ANTIS INDULGE IN TRICKS

Even if They Do Not Press the Case, the Pro-Canal Men Will Now Be Forced To.

From a Staff Correspondent

Albany, Jan. 12. John I. Platt arrived here today. When asked by The Post Express corespondent as to whether At torney-General Mayer could legally being suit to test the validity of the burge ranal law he said:

"There is no doubt that the attorney general can designate some lawyer to act for him in the matter" Mr. Platt made the following signifi-

cam statement in Utica, yesterday: "I talked with John D. Korman, one of the most enthusiastic canal supporters be told my that when such eminent lawyers as Eithu Root and Charles A. Andrews said there was a doubt of the

Validity of the law, no other course permained but to submit it to the course for decision." Mr. Kerman added: in that direction we would be compelled

Pro-canal men showed to-day that they are warmed over the situation fou-

Central Library of Rochester, and Monroe County

opinion as to whether the Federal government has jurisdiction over the Eric canal and they did succeed in sending it over until Monday night on the plea that "We Western senators wish to catch a train for the West at noon and this subject is too important to be de-

bated in a hurry."

This plan had its effect on their brother senators and the Buñalo men had the state business held up that they might get home to Buñalo on an early

Senator Brackett further complicated the canal situation last night by intro-ducing a resolution asserting that there was a doubt whether the United States had not jurisdiction over the Eric canal or that it was a navigable water and calling upon Attorney-General Mayer for an opinion as to whether this was so or not. In explanation of his resolu-tion, Senator Brackett stated that the United States court had held that it had jurisdiction over the canal in maritime cases and that if this contention were true it might be possible that New York state could not build the barge canal un-

til permission had been secured from the United States government. It was authoritatively announced to-day that Governor Higgins had not delared against the barge canal in that he thought it best to delay awarding the test contracts until the constitutionality of the barge canal law had been tested. "The governor," it was stated, 'is of the opinion that inasmuch as the state must issue bonds to pay for the canal construction that it would be wise, so long as 'a question of constitutionality has been passed upon by the courts, because if the law were declared invalid the state would be liable for the bonds is sued and an adverse decision would place the state in an embarrassing posi-

Attorney-General Mayer last night refused to discuss the issue raised in Rochester as to whether he could legal-ly proceed to test the validity of the parge canal law, he being a member of the canal board against whom the ac-tion would be brought. But one of his deputies said he did not believe that there was anything to hinder the attor ney-general from designating one of his deputies to take charge of the action.

OUR CHAMBER OF COMMERCE.

The New York "Financial Review" pay cent election in Rochester of the The recent election in Rochester of the Chamber of Commerce is of interest not so much because of the importance of any duties which may devolve upon those honored, but because of the fact that from the personnel of its management one may judge of the value or potency of any organization whatsnever

anization whatsoever, In the election of its president it may b said with truth that the Chamber of Com-merce exercised sound discretion, for the new incumbent, Clinton Rogers, is in every peet equipped for that honor and sponsibility. He is president of the Howe & Rogers company and a man of influence in the business community of this city. He s one of the few who gathered at nayor's office to take preliminary steps for the organization of the Chamber of Con merce, and he has been an active member ever since, taking a deep interest in its a vancement. The position he has won in the community by his strict attention to bust ness and his display of sound qualities makes him the logical head of a represen

ative commercial organization of thi ster, and for that reason the member The high plane of the elections is shown in the election of so well known an insurance man as Egbert F. Ashley to the secon vice-presidency of the Chamber—an elec-

tion which was at once a tribute to his standing and a piece of wisdom from the standpoint of the organization itself, for cannot but prove advantageous to t hamber of Commerce to have energeti nd influential men actively interested in is welfare. Mr. Ashley has for years been conspicuous figure in the insurance world of his own city and it not surprising the should be a familiar one to the n New York who are informed as to un lerwriting matters. He understands ever-letted of the business because he has buhe practical experience of years.

The rest of the list is quite up to the standard which the Chamber has estab-ished for itself, and perhaps New Yorkers amiliar with Rochester affairs will recog dge the name of Levi Adler, of L. Adler Prothers & Co., who is among the influen-dal business men of his effy, a man of cognized experience and judgment, who has been successful in what he has under aken. Indeed, it may be said of him with out exaggeration, that he is thoroughly representative of the best business interest. of the city and that the association of suc men as he with the official trade body ten might not otherwise possess.

The movement of secure for this city a lasting memorial of the late Dr. E. M. Moore, who, for many years, was pre-eminently active and influential in all that made for the progress and higher welfare of this city, has at last taken practical

The meeting held in the Chamber of Commerce rooms on Tuesday to consider this matter represented a number of the organizations with which Dr. Moore, while living, was actively identified. The report of the proceedings published in the De crat and Chronicle on Wednesday shows that the form of memoria! favored is a ze statue similar in style and size to

V

of institutional memorials, there is cer-tainly no other monument of a man which so vividly recalls his personality as an artistic statue which is also a good likenes of him. If it does not accurately represent the lineaments and even the soul of the subject it is a falsehood in bronze or marble, as the case may be. If it is not artistic, It is worse than worthless.

The plan adopted at the Tuesday meet ng was first to secure the approval and the indorsement of the various organizations with which Dr. Moore was connected, and then to make an appeal to the people of Rochester for subscriptions to the statue fund. It is the present intention f those who have charge of the project to have the statue set up at a suitable place in Genesee Valley Park, which, in itself, is in a large degree a memorial to Dr. Moore.

Eminent, not only in this city but throughout this state and the country, as physician and surgeon, in Rochester Dr. Moore was known as one of its most public-spirited, progressive and influential citizens. The many solid qualities of head and heart he possessed were fused and inspired by an ardent temperament, and nobly em-bodied in a commanding physical presence. For the generations to come it would afford impulse to unselfish devotion to the public good to see in immortal bronze the figure and the grand features of a citizen whose life meant so much to the development and the happiness of our beautiful city.

The state authorities have wisely decided upon a policy of caution in connection with the proposed barge canal. Questions of constitutionality have arisen, and pending their decision it would be reckless folly to proceed with the work and take risks of extended litigation and heavy As to the merits of the entire project.

the Democrat and Chronicle has never seen any reason to change its opinion that the canal, if constructed, would be a white elephant" on the hands of the state. The existing canal is more than sufficient for present and prospective trafic demands. A larger canal could not create new demands unless it were large nough to float loaded vessels from Lake Erie to the Hudson. But it is not proosed that the barge canal have any such pacity. On the contrary, if it shall ever be built, there will still remain the neces sity for transferring cargoes at Buffalo from lake vessels to canal boats, with the old delay and expense. Buffalo thinks this would be a grand thing for its elevator interests, but how it could possibly benefit any other interest has never yet been explained. And we think Buffalo, even from its own standpoint, is laboring under a prodigious delusion. What inducement for a larger canal traffic will be suming process of breaking bulk at Buf-

falo is to be continued? The more this project is stucled the more utterly and monumentally aseless does it appear. Of course there is "some-thing in it" for somebody-namely, the contractors and dealers in machinery and supplies. It presents rich possibilities in the way of "graft." And what then? Nothing to show for it but an an enormous state debt and a big ditch affording no compensation for the outlay.

The constitutional questions will require time for their consideration by the courts. Meanwhile Governor Higgins has taken an attitude of prudence. He does not favor the issuing of bonds or the letting of contracts during the period of legal uncertainty. For this he will have the warm approval of the great majority of the people of the state. During the period of suspense there will be an opportunity to study the barge-canal enterprise in all its aspects, and if the present act is pronounced unconstitutional the people bring a matured judgment to bear upon another canal proposition, if one shall be

that of the late President Anderson, as cently established on the University of pus.

Whatever is to be said of the unity of institutional memorials, there is certainly no other monument of a man which

Herald, Jany 13, 1900 President James Wood of the Anti-Barge Canal League Defends Opposition from Erroneous and Unjust Statements.

BY SPECIAL WIRE TO THE HERALD.

New York, Jan. 12.-James Wood of Mount Kisco, chairman of the state com-mittee in opposition to the 1,000-ton barge canal and president of the Anti-Barge Canal League, to-day made the following statement:
"The discussion in the press of the

position to determine the constitunality of the canal bill is taking such an extreme course, and many of the ditorial statements are so erroneous and unjust, that it seems proper to make a simple statement of the facts of the proceeding.

Proceeding.

"The general work in opposition to the 1,000-ton barge canal scheme has been in charge of a committee appointed at a state committee meeting held in the city of Rochester in the summer of 1903. At state. Indeed, one of the chief surprises has been the apparent indifference of the railroads to the whole canal proposition. "The members of the committee are earnest in their conviction that the canal

scheme is worse than useless, and some

"Following the popular vote in 1903, the committee carefully examined the hem being the validity of the returns of he vote in Greater New York, the relative authority of the state and nation over waterways, etc. Some of these may be brought forward in due course.

"The question of constitutionality is ot new. Andrew H. Green, often spoker as 'the father of Greater New York, sidered the act unconstitutional, and hree months before his death submitted o the writer the opinions of eminent counsel Indorsing his view. The day be-fore he was murdered he announced his intention of bringing an action himself test the question

"The committee did not feel justified in taking such a course upon the schemes submitted and finally determined to obtain the opinion of counsel of the highest standing. The result has been given to the press prematurely, but this in no way affects the issue, although it seems discourteous to the Attorney General of the state to whom the petition will be

"To meet the legal expenses neces, sarily involved in this action, no rall-road has contributed directly or infrectly, nor, so far as the writer is inormed, has any officer of any purpose."

The Smoke Nuisance Problem Again,

The Times, Jany 13, 140V. tion of its abolishment by Clinton Rogers, the new president of the Chamserce, in his inaugural address. No other influence in the community is more potent to bring about an abatement of the nuisance than the Chamber of Commerce, compesed as it is of the leading business interests of the community responsible to a considerable degree for the

With the reopening of the subject it is not amiss to quote some pertinent declarations from the Technical World. It said recently:

A volume of soft coal smoke issuing from a power house stack, carrying soot and smut over all the neighborhood, has no more reason for its existence than an extra tall on a dog. Black amoke pouring forth from a factory chimney is an indication of bad fring and a positive waste of fuel. Some years ago clouds of black smoke issuing from factory chimneys was a sign of bad manuscript.

The smoke nuisance may be overcome by good combustion, "a sustained high temperature, enough air, and a thorough mixture of gases." A good illustration is afforded by an ordinary kerosone lamp, which will smoke noless preper combustion is secured. Proceeding, like not coal, is composed largely of earlies and the problem is the same in each case. No quarter should be cheared by manifestal. be shown by municipal authorities to the authors of the smol

If the problem is really such a simple one it seems as though the ought to be public spirit enough among the interests affected to solve t The subject certainly calls for more serious consideration than was given it not long ago when an ordinance dealing with the matter was before the Board of Aldermen and quietly laid aside

Following the Times' Lead

The EVENING TIMES Is gratified to find that its recommendation relative to the support or the Municipal Hospital for Consumptives has taken so strong a root that it is not likely now that this worthy movement will die from lack of support. The TIMES pointed out that public health considerations demanded that the city should appropriate money for the support of the hospital, if private philanthropy was not inclined to support it. So far as the matter was discussed by other newspapers only one other newspaper considering it, in the absorption of a great part of the Rochester press ordinarily in momentous international questions-this suggestion was opposed.

However, when the Chamber of Commerce declared that the city should support the movement and the Mayor indicated that some such support. should be provided, two other local newspapers hastened to declare the proposition a good one. Indeed, these journals are generally content to enter into broad movements for the public good only when someone else takes the lead, and to do so recommends itself as a mere matter of policy.

FIGHT AGAINST CANAL WILL NOT BE GIVEN UP TILL CANAL IS DUG

Assemblyman Burnett Declares That the Anti-Canal Men Will Fight Till the Last Hope is Gone.

MUST BE THOROUGHLY TRIED BY THE COURTS

SPECIAL DISPATCH TO THE DEMOCRAT AND CHRONICLE.

ission incident to the oncomi egal and legislative light over the canal improvement project has revived much of the agitation that accompanied the passage of the referendum act two years ago, and the probable fate of the enlargement proposition has quickly become one of the prin-cipal topics of conversation about the Capitol. The city members of both houses are active in their defense of the measure and the anti-barge caral men are

measure and the anti-barge caral men are equally awake and alert, prepared to tatke advantage of any opening that will permit an attack upon the pro-canal forces.

Assemblyman Jean L. Burnett, of Ontario county, who has been for several years the leader of the anti-canal men in the lower house, said to-day:

"I stand precisely where I have stood all alerts with the said of the stand precisely where I have stood." along with reference to capal expendi-

tures, and I shall continue to stand there. I have not been converted to the opinion that there is any merit in the barge canal proposition and I shall never be converted to that belief. In fact, the more I study the plans, the situation and the prospects the more convinced am I that we were entirely right in our opposition to this folly. It is true that the proposition was approved at the polls by the people by an overwhelming majority—just as we anti-canal men predicted it would be—but it was carried by the non-taxpayers of the large cities and not by the taxpaying, thoughtful citizens of the state at large. We felt sure what the result of the ref-erendum would be, and that was one of the reasons why we opposed even submit-ing the proposition to a popular vote. We would have acquised in that had the vote men restricted to the taxpayers of the

"Are you in favor, then, of the proposal resultant the proposition to the people?"
"I should vate for such a measure; but if the proposition were submitted again the result would certainly be the same; the cities would rally to the affirmative. he former would, through strength of

ambers, succeed."
"What do you think of the constitutionality of the bill?" was asked "I think what I have always thought about it—that it is unconstitutional. We contended that in all our discussions of the question for four years, but it was upon only one or two occasions that the canal men deemed our assaults upon the constitutionality of the measure worthy of reply. They declared there was no qui tion about its constitutionality. Howdo, at least, the gravity of the points we

You believe, then, that the matter will

be tested in the courts."
"Most assuredly, and thoroughly tested. Why should it not be? We told the canal advocates more than a year ago that the passage of their bill would not conclude e chapter by any means, that we would bers, until the last gun had been fired. Our ammondtion is still dry and we have or lost the range of the guns. Why and we not force them into the courts here is a serious question to be deter-How long will this legal process take."

to-day will be a patriarch with locks say that we will continue to oppose the carrying out of this stupendous extravaast as long as we have anything to fight with. And the longer we light the more time will be given the people to learn more about the nonsense of the whole scheme. The discoveries with reference to transportation, the improvement with respect to mechanical devices, the progress in methods, the advancement in freight arrying facilities all these will comarly to public view within the next few cars and will shed light opon the anti-"Why, with 'electrical mules," the deshown that as much freight could hauled over the present canal without a teration, as over the 1,000-ton barge canal provided the latter were finished ac-ording to the present plans. It will take nine years, and probably twelve, to build the barge canal. Twelve years will bring ched some discovery would minimize or lestroy the theory of the whole plan. "Do you believe that the federal government can be interested in the proposi-tion to make the present Erio canal a national waterway?" was asked.

"We shall do our best to bring that about. It is evident, however, that as a pusiness proposition alone the federal authortries will not enter the spirit of such an enterprise while New York state is proposing to spend her own money in barge canal experiments. I believe as I

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ALBANY, January 20. | New York can afford to make the feste government a present of the Krie cana provided the government will surre to build a ship canal of it, but the presenanal advocates would not agre-We have endeavored to get them to but they will not. What they wan of all, although they will not con consequent commissions at Buffalo."

John 1. Plant, of Poughkeepsie, was in

Jan. 21 1905.

Albany to-day with copies of a petition to Attorney-General Mayer, questioning the constitutionality of the barge canal law. This petition, which sets forth four rea to Albany next week. D. C.

Jana de Joseph COAL SMOKE EVIL

Signs of Renewed Agitation on the Subject Here.

DETROIT HAS NEW ORDINANCE

Since It Has Been Shown Such Ordinances May Be Enforced Many Cities Are Adopting Them To General Advantage-Smoke Consumers Said To Be Unnecessary.

Since President Rogers of the Chamber imerce, in his annual message to hat body, put himself on record as fa-oring an anti-smoke ordinance, there ave been frequent signs of a renewal f the anti-coal smoke agitation. In coniding his remarks on the smoke ques ou President Rogers said; "I would not ecommend anything to the detriment of he business interests of the city, but if the time has come when the smoke nuisance can be abated without injury to fare business interests of the city, it would be a great boon to all citizens." To many who read Mr. Rogers' mes-

age his remarks anent the smoke nuis nee came as a surprise, as, while there a distinct element in the Chamber of omnierce favoring anti-coal smoke legdation, it has long been understood that ther interests predominated and that he smoke question was a dead issue ith the organization. Last year residents of Clinton Avenue

outh and the vicinity sent a polition to be Mayor for action on the subject, but be matter was quashed by interests said be antagonistic to the measure, Roch ter, since its rapid strides toward man which it is obscured at certain hours of

The evils of this smoke and soot to the waith of the city, to merchants and to have been frequently commented upon. Health Officer Goler said last year, dur-ing the epidemic of diphtheria in the city. hat the coal smoke had an undoubtedly bad effect upon all pulmonary diseases, on account of the irritation caused in the respiratory tract. Its effect upon the buildings of the city was most marked when many of them were being cleaned a few months ago, When half of a bundand blast machines, the contrast was ery marked,

During the past few months many cities have adopted new anti-coal smoke ordinances. It has been proven that these ordinances can be enforced and that their enforcement is to the benefit of the cities which have adopted them. Detroit is the latest city to come out with many and are adjusted, which provides with such an ordinance, which provides as follows:

"Section 1. The emission from any imney or smokestack within the city of dense smake, or smoke containing soo r other substance in sufficient quantity to permit the deposit of such soot, of other substance, on any surface within the corporate limits of the city, or in such quantities as in any way to injure the health or property of any person, or of such a mature, or in such quantity, as to be dargerous, or offensive, or unwholesome, or cause annoyance to any of the people of the city of Detroit, shall be deemed and is hereby declared to be a public nuisance. "See, 2. There shall be an officer of De-

troit known and designated as smoke in-spector, who shall be a citizen of De-troit, with the powers and duties herein-after described. To be appointed by the Board of Health of the city of Detroit whose term of office shall end on June 28 succeeding such appointment, unless otherwise provided by the Board of barge causal experiments. I believe as 1 always have, that if a larger causal is to be constructed it should be built by the national government at national expense and should be a ship causal. The state of the city of Detroit. nspector to personally inspect all chim-neys or other appliances for the escape of smoke and to make complaint against any and all persons violating this ordi-

any and all persons violeting this see on mance.

"Sec. 4. Any owner, agent, lessee or manager of any building, boat, locomotive or other structure in the city of Detroit, who shall cause or permit dense smoke, containing soot or other substances as above, to be emitted from such structure, or from any other place, which said soot or other substance shall damage or injure the health of any person or shall especially annoy the public shall, on comrisint of any person so dom aged or injured as aforesaid, or on com-plaint of said smoke inspector of the ity, be liable for each and every offens louse of Correction not less than ten days nor more than thirty days, or to both such fine and imprisonment, in the discretion of the Court."

A city official, who has for some time

een investigating the question of smoke dispersal, said yesterday: "I think the chief objection to the smoke offinance comes from men who think that the abatement of the smoke nuisance demands the installation of expensive me-chanical devices. As a matter of fact, dense smoke and soot are the result of careless stoking, and the greater part the evil can be obviated by care along

spreaders, which to a large extent obviate the necessity for care on the part
of stokers, but if fires are could frequently, the coal evenly distributed in
the firebox, nearly perfect combustion
will ensue. The dwafts should be so arraiged that the flames and soot are not
carried up the chimney. Even where
smoke consumers have been installed in
some of the large manufacturing clark me of the large manufacturing plants saving of about 25 per cent on coal hills."

Heraed, Jany 26,19 ov

IN WATER RATES

Large Consumers Make Appeal to Chamber of Commerce.

WILL TAKE ACTION

Board of Trustees Also Considered Smoke Nuisance at Meeting Yesterday.

PRESIDENT ROGERS NAMES HIS STANDING COMMITTEES

The first meeting of the board of trus-ters of the Chamber of Commerce under the presidency and chairmanship of Clinton Rogers was held yesterday afterboon at 4 webock, a large amount of business being done. The most import-mut business taken up was the abnounc-ing by President Rogers of the standing commutates for the year; the discussion of a plan to lower water rates for large rs in this city, and the smoke

Among the lesser important matters Eghert F. Ashley was elected a trustee; Charles P. Ford and Charles J. Brown were appointed a committee to sudd the tooks of the past year; Benjamin E. Chase was re-elected treasurer for the Chase was re-elected treasurer for his sixteenth time and the following new monibers were voted in: W. B. Champlin, 784 Powers, Block; Max Baumana. 286 Hudson Avenue; Alexander Otis, Wilder hallding; Yan Rergh silver Plate Company and John W. Warkins of Pive & Watkins Co., coal dealers, It was announced that a meeting of

The corporation to be held on the evening of February 6 the services of Lieutenan Godfrey Lynet Carden, U. S. N. subject, "The American Invasion of Europe; or The Rice for Commercial Su-premitey." Lieutemant Carden has been an officer especially assigned to accurring various commercial devices of Fluis countries for the recent Louisann Expe

The Annual Dinner.

It was announced also that the annual dinner of the body will probably be held in Colonial Hall on Tuesday evening, endeavor will be made to keep the date

now proposed.

Permission was voted the Seventh Dis-trict New York State Deptat Associafrom several prominent

the Chamber of Computer considersome plan by which water rates for per

To Confer With Mayor.

President Rogers, was instructed onfor with Meyor Cutter and to common Council to see what aid can b had from those sources. The sentimer dogme did not appoint the committee

being desirous of giving the matter a little more careful attention, The matter of the smoke sulsance again came up and was carefully gone over. Several letters were read and much literature on the subject was over-hauled. The question was then referred to the committee on public improve-ments, which will hold a meeting on Thursday of next week at 3 o'clock for consideration of the matter,

The Committees.

The appointments of committees by

JANUARY 21

AIMS TO ABATE SMOKE NUISANCE

CLINTON ROGERS GATHER. ING INFORMATION.

TO CURE IT IS ECONOMY

President of Chamber of Commerce is Investigating Special Furnaces-Believes They Represent Great Saving to Manufacturers

The question of bringing about an abate ment of the smoke nulsance in the city has been chiuding a great deal of the attention of Clinton Rogers, president of the Chamber of Commerce, since his election to the office for this year, and especially since he made his opening address at the meeting of the corporation on the evening of Monday, Janwary bill. This is a matter in which Mr Rogers has long been interesped. In his ad dress he said that 'if the time has com-when the smoke misance can be abate without injury to the business interests o the city, it will be a great boon to all in citizens;" and he believes that it can be easily shown that this reform can be brought about not only without injury to busin interests, but even with material financia

gain to them.

With a view to enlisting the co-operation of the members of the Chamber of Commerce, he wrote to a number of manufactur-ing companies that are using stokers, special furnaces, etc., and also to manufacturers of lese, and the unswers he has received, from both business and private sources, have con-fermed his belief that these will not only aboilsh the smoke suisance, but will save a large percentage of the coal, thus paying for installing them in a surprisingly short time. "I have corresponded with the leading manufacturers of furnaces for burning soft coal without producing smoke, soot or dust," said Mr. Rogers yesterday to a reporter "and have received many replies and catalogues from them. These contain testimonies from reliable parties as to the worth and

economy of these inventious. Detroit Man's Experience.

"While I do not question the reliability the printed testimonials, I place expe confidence in what George Thrall, writes. I wrote to him, usking him me the result of his experience with and furnaces built with reference to

about to build a new factory, we corresponded with all prominent boiler manufacturers to learn whose smokeless stoker was most in favor. * We contracted with a Detroit company for a furnace at \$700, and never had a complaint of smoke or soot; and while we didn't go into exact figures, we b

The ordinances in the city of Detro

Cost for Repairs Small.

ondence from the Detroit com pany, and among other things the testi-monials show that the cost of keeping these furnaces in repair is small. The Strobridge Lithographing Company, of Cheinnati and New York, have used these furnaces since 1883. In a letter written December 22d, of last year, it says, among other things:

"It would be a matter of considerable diffi culty to find out just what our repairs in that time have been, but we are very cer-tain they wouldn't amount to more than \$1 a month, including the brickwork."

Mr. Rogers has corresponded with a New York company with a down-draft furnace. He has also written to the Alexander St & Sons Carpet Company, of Yonkers, N. Y which uses many of the furnaces of this company. This is the largest carpet com-pany in the world, Mr. Rogers says. It says in a letter to Mr Rogers:

"We figure that it saves about 20 or 25 per cent, of coal." Can't Do Without Them.

of the firms using these furnaces said Mr. Rogers, "now say that they can not afford to do without them. Here is what the W. S. Schuler & Thomas Spring Company, of Amsterdam, N. Y., says:

"The writer takes great pleasure in recommending the down-draft furnace after hay ing used same for seven years, without any expense in repairs, on a 150 horse-power tubular boiler, carrying 125 pounds pressure Have just equipped a new boller the same size with your furnace for 175 pounds pres sure, and am more than pleased with it our condition a saying of fuel of nearly, not quite, 20 per sent. I feel that it is not question whether I can afford to own it; th estion is, can I afford to be without i which the above letter demonstrates.'

ed States buildings in New York city, says "The operation of these furnaces ba buildings in New York has been nomina and the saving in use of low grade of bituminous coal has averaged probably \$20,00

of this subject. He is of the opinion that a use of proper devices for preventing smoke should be sufficient to lead manufacturers to

Announcement was made that at the Amouncement was made that at the mext meeting of the Chamber, February 6th, Lieutemant Godfrey Lynet Carden, U. S. N., will deliver a stereoption lecture on "American Invasion of Europe, or the Race for Commercial Supremacy." Lieutemach Race for Commercial Supremacy

Standing Committees Named.

firmed by the trustees:

committees by President Rogers were affirmed by the trustees:

Legislation—Henry C. Brewster, chairman; William A. Sutherland, vice-chairman; A. B. Lamberton, Arthur Warren, Henry B. Hathaway, Levi Adler, George Herbert Smith, Thomas B. Dunn, James G. Cutler, Robert A. Badger, Daniel B. Murphy, Charles M. Everest, Charles J. Brown, Rufus A. Siberest, Charles F. Garheid, vice-chairman; Wilmot Castle, J. L. Friederleb, Max Lowensan, H. W. Morgan, J. Y. Me-Clintock, H. J. Emerson, John A. William A. Hubbard, Jr. William S. Morse, John F. Alden, Henry B. Mackle, E. F. Ashley, Julius Wile, Renjamin E. Chase.

Public Improvements—A. B. Lamberton, Chairman; A. J. Rockwood, vice-chairman; Edwin A. Fisher, William C. Barry, L. G. Wetmore, Joseph Farley, F. A. Steeler, Wolter W. Powers, William R. Smith, A. T. Hagell, George B. Watkins, E. Frank Browster, Charles T. Chapla, Charles P. Ford, J. George Kaether, Tansportation—Michael Doyle, chairman; Lipnan Holtz, vice-chairman; George C. Buell, W. H. Daffelt, Griff D. Palmer, Philip Present, S. C. Langslow, William S. Riley, W. H. H. Rogers, P. Postal facilities, telegraphy and insurance

William Pilkin, Alvaro L. Thompson, H. & Graves, E. A. Stanlibrodi, William C. Likly, William S. Riley, W. H. H. Rogers, William P. Balkam, H. H. Rich, L. P. Brewster, Lonis Ernst, Postal facilities, telegraphy and insurance—Henry Barnard, chalman; C. Herbert focuspand, ylee-chalman; Henry S. Mackle, H. C. Klubbil, Houser Knapp, Josiah Anstice, F. C. Lochy, William Enric, M. R. Shantz, Fred S. King, E. G. Miner, Jr., J. K. Hont, John Bradley, Albrecht Vogt, L. L. Stone, Janes E. Wolcott, Louis Griesheimer, Milton Clark.

THURSDAY, JANUARY 26, 1905.

WANT MAYOR TO **MERCHANTS WANT** CHEAPER WATER

TRUSTEES OF CHAMBER OF COMMERCE TO ACT.

COMMITTEE TO SEE MAYOR

Trustees Are Also Agitating the Smoke Nuisance Question and a Committee Asked to Investigate. Annual Dinner on February 14th

Cheaper water and less smoke were the two most important subjects under dis-cussion at the meeting of the Board of Trustees of the Chamber of Commerce yesterday. It was the first meeting of the Rogers and the attendance was larger

han usual. Letters were read from several business in the city, asking that the Chamber of Commerce take some action looking to cheaper water rates in the city. After Secretary Ives had read the letters there; was a prolonged discussion, the general sentiment being in favor of cheaper water for the large consumers. The rate now paid is 14 cents a thousand gallous for all ers. Some favored a reduction of

consumers. Some favored a reduction of at least half to the business near using large quantities of water.

After the subject had been thoroughly debated, President Rogers was authorized to appoint a committee of five members, who shall call on the Mayor and Common Council to see what may be done.

Mr. Rogers requested further time in which to appoint this committee. He said, however, that it would be attended to at once, so that the matter may be preated to the Mayor at the earliest op-

Smoke Problem to Committee. The smoke nuisance was discussed. Ives presented voluminous correspondence on the subject from manufacturers and makers of smoke-consuming devices. It makers of smoke-consuming devices. It was suggested by one of the trustees that

-

matter was finally referred to the Courmittee on Public Improvements, which will
hold a meeting next week Thursday at
3 P. M. for a general discussion. The
committee will report its findings at the
next meeting of the trustees.

Egbert F. Ashley was elected a trustee
and Charles F. Ford and Charles J.
Brown were appointed a committee to audit the books for 1904. Benjamin E.
Chase was elected treasurer for his sixteenth term. teenth term.

Race for Commercial Supremacy. Lieutenant Carden was on duty at the World's Fair, St. Louis, representing the United States navy. Prior to that time he was on a special commission studying commercial conditions in Europe, visiting at that time 1,200 of the leading manufacturing plants of the Old World. The lecture will be free to the members and their friends. Secretary Ives amounced that the annual dinner of the Chamber of Commerce will be held at Colonial Hall, probably on February 14th, the date depending upon the convenience of one or two of the speakers expected to be present.

Permission was given the Seventh District New York State Dental Society to loid its spring meeting in the assembly

hold its spring meeting in the assembly hall, March 28th and 29th.

The following were elected to member-ship: W. U. Champlin, manager, No. 784 Powers building: Max Baumana, druggist, No. 386 Hudson avenue; Alexander Otis, lawyer, Wilder building; Van Bergh Sil-ver Plate Company; John W. Watkins,

The following appointments of standing committees by President Rogers were af-

LOWER RATES FOR WATER

Muson Jan 31, 1900 Committee of Chamber of Commerce Calls on Mr. Cutler To-Day.

Ask Mayor to Reduce the Rates as Soon as He is Through With Litigation With Private Company.

Mayor Promises to Take Matter Up as Soon as Court Action is Decided-Discussion as to Rates.

A committee representing the Cham ber of Commerce called on Mayor Cut-ler at his office at noon to-day, to talk with his honor in regard to lower water rates. The committee was composed of representative business men, and the whole matter of water rates was gone over and a thorough understanding had. over and a thorough
Among those who called on the mayor
were President Clinton Rogers of the
Chamber of Commerce, A. B. Lamberton, A. T. Hagen, L. P. Ross, Fred C.
Loebs, W. H. Duffett and John M. Ives,
Mr. Lamberton seed as spokesman for the party, although before the hearfor the party, although

10

most opportune time to take rates for Cutler about cheaper water rates for large consumers, inasmuch as the mayor was in litigation with a private water company which was trying to sell water to the citizens of Rochester. He said that the committee realized that the mayor could not well take action to mayor could not well take action to make cheaper rates until the court ac-tion against the Rochester and Lake Ontario Water Company was decided. "However," continued Mr. Lamber-

that the members of it had assured his that nothing would be done to interfer

with the present water supply.

The Advisory Board, Mr. Fisher said,

was composed of men eminent in their profession, at least one of whom was a

well versed in the construction and opera-tion of canals as anyone in this country. Mr. Fisher had reference to Mr. Corthell.

It was Mr. Fisher's opinion that action by chamber would not be advisable: the with the city administration's oversight of local interests, the Advisory Board would

undoubtedly have the canal constructed

The trustees were in general of the

in the matter. Since the Chamber of Cemmerce had strongly opposed the con-

struction of the canal, some of the trustee

said, the Barge Canal Advisory Board would probably put a wrong construction

on any suggestion made by it; and, it was

said, the question was one for engineer rather than business men to cope with.

ANTI-BARGE CANAL MEN

Ask Attorney-General for a Hearing on

the Constitutionality of the Law-

Many Rochester Signers.

Albany, Jan. 31.-John L. Platt, repre-

enting anti-barge canal laterests, to-

day presented to Attorney-General May-

er a petition reading substantially as

and substantial grounds for believing

that chapter 147, laws of 1903 (barge

"We represent that bonds are about to be issued which would be void if the law is unconstitutional. Such acts would

involve the state in moral obligations which can not be properly repudiated,

will embarrass its finances and injure its

"Before the officers of the state pledge the credit of the state, the constitution-ality of the law ought to be determined.

"We respectively request that yo

fination as to the validity of the stat

The petition is signed G. James Wood and John I. Platt, chairman and secre-tary of the anti-barge canal state com-

tary of the anti-barge canal state committee, Clinton Rogers, president of the Chamber of Commerce, A. B. Lamberton, Lewis P. Ross, John M. Ives, John Craig Powers, A. M. Lindsay and George Eastman, all of Rochested: W. C. Jonuson, editor "American Agriculturist," A. S. Foster, Josiah Terry, John H. Grant, E. B. Norris, W. N. Giles, Ira Sharp, Leady Sulleman, representing the New

Jacob Sallsman, representing the New York State grange, and William II Hodgkin, Utlea: F. R. Hazard, president Solvay Process Co., M. L. Smith and C.

Thalheimmer, Syracuse; Samuel W. Fairchild, George N. Van Derhorf, A. S. Frissell, John R. Van Worler, Clarence C. Burke and H. C. Derivera, of New

Mr. Platt stated that his sen Isaa

Platt, represented the petitioners while Charles Andrews and Elihu Root would

act as counsel. The atterney-general said that he would consult with George Clinton of Buffalo, and Mr. Hebert of

New York of the canal committee, and that he would in all probability flix Feb-

ruary 6th as the date on which he would hear arguments for and against the pe

Superintendent of Public Works Fran-chot called upon Attorney-General May-er and was closeted with him for a long

time. To The Post Express correspondent Mr. Franchot said:
"I don't know what I shall do abou

vate conversation by may be inferred that there will be no may be inferred that there will be no may be invaried before the hearing

HEARING SCHEDULED

Attorney General Appoints Next

Wednesday as Date for Arguing

Validity of the Statute.

ly Special Wire to The Herald.

Canal law he had fixed upon nex-

to decide the validity of the

Charles Andrews of the Coun

and those who will repres

on Mr. Platt's petition.

BARGE CANAL LAW

edit and good name

able action to procure a jud

causi law) is unconstitutional and void.

"We are advised that there are grave #

FILE THEIR PETITION

with due regard for Rochester.

"However," continued Mr. Lamberton, "the members of the Chamber of
Commerce committee thought they would
like to talk with you about what you intended to do after the suit against the
water company is decided. We think
that when this action is out of the way
the large consumers of water should geta reduction in rates. We do not believe a reduction in rates. We do not bell that the price of water is so high in Rochester that it keeps manufacturers from locating here, particularly when the

Rochester that it keeps maintacturfrom locating here, particularly when the quality of the Rochester water is considered. Nevertheless, we feel that in the near future the large consumers should have a reduction in rates. As soon as the court action is settled we feel something out to be done. Manufacturers who use from 100,000 cubic feet of water and upward a year should get it less than 14 cents a thousand gallons. "Of course we realize that in making any reduction you must consider the licome of the water department. We would not ask you to lower rates so the department would no longer be self-sustaining and so it would become a burden on the taxpayers. Probably it is not necessary in lowering rates to go so far that any tax would have to fall on the people for the support of the department. The income of the water department now is about \$433,000 and it takes about \$212. Is about \$433,000 and it takes about \$212.000 to pay interest on the debt and \$115.000 a year to maintain the department. "This leaves a balance of about \$100,-000 above operating expenses and perhaps part of this could be applied on reduc-

In reply Mayor Cutler said : " My pe clearly understood, as I treated of it in sition in this mater should, I think, be-my recent message to the Common cil. If the Rochester and Lake Or tario Water Company had not laid its pipes in our streets I would have reluced the water rates to large consu ers on January ist. No doubt the rates should have been lowered before. "Under the present conditions before

I can decide on any cut in water rates I must await the outcome of our injungtion action. I believe we will beat the company and that we will get a decision in the case in three months. Then I wil

MIGHT LESSEN WATER POWER Democrat & Chroniele M'CLINTOCK SPEAKS TO MERCHANTS OF PANGER.

- Jan. 31. EFFECT OF BARGE CANAL

Mayor HadCalledAttention of Barge Canal Advisory Board to Possibility, so Chamber of Commerce Trustees Did Not Take Action

At a special meeting of the Board of

of the Chamber of Commerce

vesterday afternoon, J. Y. McClintock, county engineer, read a paper in which he water of the Genesce river being di verted into the new barge canal, to the injury of the manufacturing interests of the city, if provision were not made for oringing sufficient water from the west bringing smilcient water from the west to supply the canal to the east of the river, from Rochester to Savannah, a dis-trace of about fifty miles. The slight grade of the canal from Lockport to Rochester, said Mr. McClintock, might lead to this condition, even in spite of the provisions of the engineers, made with regard to the usual calculations. After considerable discussion, in which E. A. Fisher, city engineer, took a prominent part, it was decided that it would not be best for the chamber to take any

ction, but that the matter of conserving the city's interests should be left to the Mayor. The Mayor, Mr. Fisher said, had the Barge Canal Advisory Board, and had been told that the interests of Roch-ester manufacturers would not be in-In his paper Mr. McClintock said that

here is very little fall from Lockport o Rochester. The distance is sixty miles. It was very difficult, Mr. McClintock said, to determine exactly the amount of wa-ter that would be required to provide for this length of canal and for the additional fly miles from Rochester to Savannah his water is to be taken from Lake

Mr. McClintock also called attention t the uncertainties connected with the ap-plication of hydraulic formulae, and he ter pipes was far from being what it was

The danger to Rochester interests in his connection arises from the fact that here is to be no aqueduct across the iver, as is the case in the present canal. The plans call for the emptying of the water coming in the canal from Lockport and Buffalo into the Genesee, and taking ir out as the eastern part of the division requires. Should the supply from the west happen to be inadequate, this might lead to water from the Genesce being

some system should be adopted as the cating freemen to stoke their cure cess freed to the committee on the cating freement of the committee on the committee of the committee on the committee of WHEN FIGHT AGAINST MINGLE INVADERS IS CONCLUDED

> Mayor Cutler Assures Committee of Manufacturers That Reduction Would Have Been Made January 1st Had It Not Been For the Advent The Lines fame 31, 1901

> CHAMBER OF COMMERCE COMMITTEE AGREES CITY'S SYSTEM SHOULD BE PRESERVED

consumers of water a reduction in rates as soon as the litigation against the Borhester & Lake Ontario Water Comcany is section. The promise was made Muyor to discuss water rate reduction uttree present were: Clinton B. Rogers, A. B. Lamberton, A. T. Hagen, L. P. Rose, William H. Duffett, President of the J. H. Hines Milling Company; Fred-

the subject to the Mayor. He said:

you can do for us at this time is to as the Higation is ended, we feel that the city should give lower rates so far as possible. There are many large consurers, both in the industrial and commercial field who desire it.

"I don't believe that the price of water deters any manufacturer from coming here to locate when the quality of the Hemlock water is considered. from 100,000 gallons to reveral hundred of reduction should be left entirely

The hands of those whose business in a know all the facts and figures.

"The license of our water department 1903 was \$435,000; the interest, \$220.-252.01; profit, \$102,550, after puying for minerance and repairs.

"I don' think the committee would as the rate in reduce the price of water in a coluce the price of water in the coluction of the coluction of

a nain. Where it would not be self-Mr. Cutter toked if any of the other

members of the committee wished to result on the subject. Mr. Rogers said that Mr. Hagen had vaiced an im-portant notation the problem.

Buffalo Water No Cheaper

Mr. Hagen, who is the founder of the created amount of soap necessary, an account of the quality of water, made on the difference in the price of water, in other words, as an and water cost tool, as much in Euffalo as water and soap do in Rochester. He later referred to themical tests unde at Lockpore which showed that Lockport would be \$70,000 a year lower if the city and better water, like Rochester's.

Mr. Haren water, like Rochester's.

Mr. Hagen said that a member of the region Lithogramming Company had add from that the Stecher company was going to put in the ranes of the Rock ther & Lake Ontario Water Company. The same man suggested to Mr. Hagon, to said, that, if the city reduced its

Mr. Hagen bus added a valuable point to the water question in citing the Buffalo rase," commented Mayor

the city should be to make manufacturing conditions as altractive as possible.
There are some manufacturers who use a large volume of wifer and the price important to them. Everything that a possible to reduce the price of water and be done. "I don't think I should may the same

ter as a large user of water. The rice of water ters for boine reasumn-ion is an edsen as it is anywhere, but the rate to large users is higher. (book the city should make the waons as favorable as possible,"

Money Must Be Forthcoming off. Duffett wid that his firm has to estate with the mills of Buffalo, where he water is very cheap. I can't agree with the statement that the price of sales would not deter manufacturers are would not deter manufacturers.

m coming here."
What is your water bill per year?"
oil Mayor Cuiler of Mr. Duffert.
About \$600," replied Mr. Duffett.
What is your output?" continued to

norm in your ound get water at more

"Do you think it proportion; in view that grossi output "" "It is worth saving."

Rates Will Be Lowered

Water Used in Breweries

NEW YORK SUN

TO TEST DIRGE CANAL LAW. Application for Permission to Bring Action

Almany, dan. 31.—The application to the Attorney-General for leave to bring an action is the name of the People of the ality of the Burge Canal act was filed with Attorney-General Mayer to-day by Platt of Poughkeepsie attorney for the

The petition, which has been published, recites that the signeralace been advised that there are "grave and substantial grounds" for believing that the Barge Cami law is invalid, and that, if operations re pursued under it, it will involve the State is "moral obligations which cannot be properly repudiated, will embarross its finances and injure its credit and good panie," and the Attorney-General is requested to bring a suitable action to p

quested to bring a suitable action to procure
a publical determination of the constitutionality of the law.
The signora to the petition are James
Wood, chairman of the State committee in
opposition to the 1,000-ton barge canal; John
I. Platt, secretary; W. G. Johnson, editor
of the American Agriculturist; A. S. Foster,
Joshan Perry, John H. Grant, William
H. Herigkinska, Utica, E. B. Norris, Master
Section 2018. State Grange; W. N. Gibes, secretary State Grange; Ira Sharp, decch Saltsman, H. H. Smith, executive committee State Grange; A. S. Frieself, John E. Van Wormer, New York; Charlon Regers, A. B. Lamberton, Lewis P. Rens, John M. Ives, John Craig Powers, A. M. Landsey, George Eastman, Rochester; F. R. Hazarri, provident of the Solvay Process Company, Sycausse; W. L. Smith, vicus-posident L. C. Smith, & Bros.; T. W. Cach, G. Thalbumer, Syracuse, Samuel W. Fuirchild, George N. Vanderhoorf, Clarence C. Burke, H. Camblos De Rivers, New York, Isan Plat, attorney for applicants; Charles Amiows and Elliu Root, of counsel.

John I. Platt said that there had been no of the more important ettes on the line of the cand, the officers of the State Grange and half a dozen prominent business men in New York city were all. State Superintendent of Public Works Franchot expects to award two and possi-bly three of the contracts for the first work on the new barge canal this week. He is not concerning binself with the question

in the new barge canal this week,

OF EDUCATION Democrate Chronel CAMPAIGN TO ABATE THE

SMOKE NUISANCE.

BELIEVES TIME IS RIPE

Public Improvements Committee of Chamber of Commerce Developing

Plans for Reforming Evil-State-

ment of Conditions to he Made The question of how to bring about the abatement of the smoke nuisance in the city was considered at a meeting of the Public Improvements. Committee of the Chamber of Commerce vesterday after noon. There was a large attendance of the committeemen at the meeting, which lasted a couple of hours. As a result pre-

liminary steps towards accomplishing the ends in view were taken.

After deliberating upon methods for bringing the marter of the snoke evil before the manufacturers and other busines men, John M. Ives, secretary of the cham-ber, was instructed to prepare a statement showing all the companies in the city that are using special furnaces for the abate-ment of smoke, what devices they are us-ing, how successful these have been, what is the gain because of them, number of manufacturers, using no device they are manufacturers using no device for preventing smoke, etc. It is the purpose of the chamber to gather all the information it can on this question, to be used at committee meetings, meetings of the trustees and corporation, and at public m

The committee is desirous of learning the opinion of all manufacturers on the subject of the abatement of the smoke nuisance. This is to be done that it may decide upon the best method of bringing about the reform. From investigations already made, the committee believes that the best way is not by coercion; but it is equally certain that the smoke nuisance can be abated with profit to manufacturers, and that the time has come for this to be done. It was said after the meeting that the committee was of one mind, that the time had come when the smoke evil should cease.

Campaign of Education.

It is the opinion of the committee that the result desired can best be brough about by an intelligent effort to educabusiness men in general as to methods for necomplishing it, showing them that is can be done with economy of fuel. At the meeting yesterday an article on "Smoke Abatement in Large Cities," which ap-peared in the Outlook a few months ago, was read. It was written by Charles II. Benjamin, an engineer who has her active in the smoke reform movement in Cleveland. He was supervising engineer in a movement started by the city of Cleveland to abolish the evil.

Mr. Renfamin expresses the college that sought. "In some chies they are entirely a dead letter, no attempt being made to en-force them; in others spasmodic offers are made from time to time to carry our their nances bave been so arbitrary sonable in character that they were desired invalid by the courts." Even where the litte has been declared legal, says the writer, the prolitable to keep it before the courts than pay fines.

"Whatever the outcome of these prosecu tions," says Mr. Benjamin, "The effect on the smoke cvil has been very slight." After speaking of the effort made through and to abolish the black smoke, the writer

during this time may be stiribured, not to legal measures, but to a growth of public-

Local Laws a Failure.

In the article the method of educating public mind in this matter in the city Cleveland was presented. While the Char ber of Commerce Committee did not this

As a result of their investig

of Commore, was at the meeting vestoring afternoon. He is especially introacted in reforming the smoke eril; and it was its are to have a Public Improvement Committee selected that would be especially fitted to deal with this one problem. The chairman deal with this one problem. The charman of this committee is A. B. Lamberton, president of the Park Board, the ylee-charman, A. J. Rockwood, division engineer, and the other members, Chy Engineer Edwin A. Fisher, William C. Barry, L. G. Wethore, Joseph Farley, F. A. Stecher, Walter W. Powers, William H. Smith, A. T. Hagen, George B. Watkins, E. Frank Brewster, Charles T. Charlen, Charles P. Ford and J. Charles T. Charles T. Charles P. Ford and J. Charles T. Chapin, Charles P. Ford and J. George Kaelber.

A letter has been received by the chamber from Irondequoit Chapter, Daughters of the American Revolution, commendatory of its effort to state the smoke missace. At a meeting held last Wednesday, the letter said, a motion was made and carried manumously, thanking the Chamber of Commerce for its efforts in this matter.

COERCION USELESS

Smoke Nuisance Cannot Be Abated by Force. NEW PLAN WILL BE TRIED

Special Committee of Chamber of Commerce Will Secure Data Regarding Use of Stokers in Rochester and Then Suggest Means by Which City May Be Rid of Smoke.

The public improvement committee of the Chamber of Commerce met yester-day afternoon to consider measures to about the smoke mulsance in Rochester. It was the first meeting of the new com-mittee. The meeting was preliminary and while no definite action could be taken as yet, Secretary Ives was com-missioned to prepare data for a subse-quent meeting, on consideration of which the committee will proceed.

The committee consists of 18 member and there was a full attendance of the meeting. A. B. Lamberton, president of the park board, is chairman and he presided yesterday. President Clintea Rog-ers of the Chamber of Commerce was, also present. Considerable data relating to measures taken by other cities to abate the smoke nulsaince was before the members, each of whom presented his views concerning the problem in Rochester, and the best way of abating the

The sentiment of the meeting was unanimous that the city must be rid of smoke and that this end cannot be gained by coercion. The principal quesmatter was to be brought before the

people.
"We are determined to get rid of the smoke," said Chairman Lamberton, "but we want to do it in the best way. The people cannot be forced to put in stok-ers, but something must be done."

President Rogers was of the opinion that the time has come when the city can be rid of smoke without coercion. "It is an economeial matter," he said "for manufacturers to do away smoke. The use of stokers he manufacturers will only realize

The committee claims that any attempt to force manufacturers to use stokers or consume their smoke is usc-less. Twice in Rochester there have plish the object for which they were put

The first work of the committee will be to determine the extent of the smake mulsance in Rochester. Secretary Pres will tabulate facts and figures, doen the his few many persons are now using smooke consumers, what kind are used and with what degree or success. To other list of manufacturers who do not use Stokers. Mr. Ives stated that in this matter he will proceed as fast as popular sentiment allows, but he hopes to have valuable information before the next meeting of the committee. The committee will then hold a public meeting at which the matter will he discussed and all interested parties will have apportunity to be heard as to the smoke naisance and its abatement. The committee will then report to its fractices, who in turn will refer the matter

tees, who in turn will refer the matter to the corporation and finally to the city

The Chamber of Commerce does no stand alone in its efforts to do away with the smoke. At the meeting yesterday letter from transceptoit Chapt Daughters of the American Revolution was read. It contained a resolution thanking the chamber for taking up that and hoping that Rochester could be rid of the snoke.

An interesting paper written for the Outlook by Charles H. Benjamin, super vising engineer of Cleveland, Onto wa

been in charge of the special department for doing away with the smoke nuisance since July, 1900, and, according to his re-port, the work in Cleveland is highly

Mr. Benjamin stated that the new department was created through efforts of the Municipal Association of his city who appeipal Association of his city, who appeipal a committee to investigate the matter. He calls attention to the fact that legal process in Cleveland has proved a failure and that a campaign of education and argument has been more effective.

In Cleveland the chief inspector is ap-pointed by the Mayor and has a corps consisting of a supervising engineer three assistant engineers and a clerk. They have canvassed the city the show the number of boilers and kind of furnaces in use at each establishment together with such other data regardin fuel and working force as might be us ful. They have also made a series systematic observations to determine the smoke record for each chimney. A re port of the results is sent to all firms in is too high, better equipment is urged o the manufacturers, both from the stanpoint of interest in the welfare of the city and that of fuel economy. Mr. Ben-jamin also states that by this method there is comparatively little of the feel ing or antagonism and opposition which

is so frequently aroused by the use of legal process. Similar methods are adopted with regard to railroads and tug boats in Clevland. The system is an expensive one, but it is ridding Cleveland of the smoke. What plan will be adopted by the committee in Rochester is merely a matter of conjecture as yet. After Secretary Ives has completed the tabulating of data, more definite action will be taken. The committee will meet again of Thursday of next week, but the smok nulsance will not be considered at that time. The committee hopes to deliver its report to the board of trustees at the

RALD TUESDAY, ARE NOT LEADERS

Popular Idea of American Trade Is a Fallacy.

GERMANY A GREAT RIVAL

Lieutenant Carden, in Addressing Chamber of Commerce, Said That While America Leads in Inventive Genius, the European Nations Lead in Economics and Technical Ability.

"If this evening is a sample of what the new administration intends doing for us, we may expect an extraordinary year for the Chamber of Commerce said Ex-Congressman Henry C. Brewster in moving a vote of thanks to Lieutenant Godfrey Lynet Carden, U. S. N., who addressed the chamber last night on "The American Invasion of Europe; or, the Race for Commercial Supremacy.

Lieutenant Carden's lecture held some disappointment for those who expected to hear relterated the old sayings concerning American supremacy in the commercial world. To the contrary, the American eagle did very little screaming; a modest 'peep' through the bars of its cage being its nearest approach to an

"The popular notion that we are exortling enormous quantities of goods in-o foreign markets is a fallacy," declared the speaker. "We can secure foreign trade if we go after it, but we must go after it intelligently. Primarily our technical schools must be strengthened and our young men trained properly to meet the output of the great German schools of technology. One great school Germany turns out 1,800 to 2,000 graduates each year, and these men go directly into different branches of mechanical engineering. Germany conerns us more than any other country in the world to-day. The whole energy if the nation is devoted to the developient of her export trade, and the head, itations of the country's natural resources."

In machine tools Lieutenant Carden

declared America to lead the world. Throughout all the principal German shops he found a group of American tools for the high grade work, But Eu-rope, he asserted, is ahead of America r economics and economical practices. Lieutenant Carden is an officer in the active list, and was detailed by the government to duty at the St. Louis Exposition. He was a superintendent in he machinery department of the World's Fair, and it was in connection with these duties that he was sent to Europe to personally visit the great manufactur-ing plants of the Old World, report upon their products, and secure for exhibit purposes the latest evidences in mechan-ical developments. He visited more than 1,200 of the great from and steel and ma-

Stockholm, as far south as Genoa, Ge

everywhere he was received as an

many, Switzerland, Belgium, France and the United Kingdom. In Germany he elalted more than 250 establishments, and

engines in service which were operated wholly by the heat units which ordinar-ily are permitted to escape through the smoke stack, and so great was the faith smoke stack, and so great was the faith
sof the directors of the Serang works in
the gas engine, that they informed Lleutenant Carden that in all probability
there would not be a steam engine in
service at their works inside of two
years. The Serang establishment employs something like 12,000 men. The
Brosig establishment at Berlin arranged
with Lieutenant Carden to send to St.
Leute a 1750 horse power gas engine, to-Louis a 1.750 horse power gas engine gether with a gas producer, and when gether with a gas producer, and when the lieutenant visited Deutz near Co-logne he found that preparations had en made at the gas engine works t o put on the market in 1905 a 6,000 hors ver gas engine.

power gas engine.

The lieutenant says that the manufacture of the gas producer, per se, is entirely distinct and apart from the manufacture of the gas producer. What is needed in this country is a producer which can utilize bituminous coal and afford to the gas engine a constant and agency constituted this constitutency. The enly constituted gas constituency. Germans have done more in bringing about this result than have any one else in Europe, while in America, the lieutenant gives the paim to Julius J. Wile of

this city.

The social life of the foreign workman and the efforts of such philanthropists a Krupp of Essen, Lever of Port Sunligh near Berkenhead, England, and Cadbury near Birmingham, are making to benefit the welfare of their mer, was especially in sting, and in this connection a numb of beautiful pletters were shown depicting the social life at these great manufacturing

the foreign view point. "Nor did I," he said, "tell my host that I saw in his sho

said, "tell my host that I say in the particular American shop of which he complained, practically the same twelve tools were being operated by one man."

In the course of his remarks on technical education and the wonderful opportunities

education and the wenderful opportunities opened in this country to those with technical knowledge, the lecturer referred to a young lady who is the superintendent in one of the principal shops of the Crocker-Wheeler Electrical Works, and he paid his

respects to "Rochester's distinguished townswoman, Miss Kate Gleason, of the

son Tool Works, whose reputat

Gleason Tool works, an expert on machine tools is established not only in this country but abroad." The lecturer said that Miss Gleason had been made a member of the International Jury on Awards on Machinery Tools at the St. Louis World's Fair; the first time, he become that the strength of the streng

outs world's ran, the deep had been con-erred on a woman, and he declared that

ers of the jury that Miss Gleason had no

ould be proud of Miss Gleason's national

The lecture was illustrated with a large

The lecture was instituted views, showing umber of fine stereopticon views, showing actories, tools and engines, and power fa-

EUROPEAN TRADE

SAYS LIEUT, CARDEN IN IL-

LUSTRATED LECTURE.

SUPERIORITY IS IN SHOPS

Commercial Invasion Subject of

Interesting Address Before Cham-

ber of Commerce-Local Workers

in the Field Referred to by Speaker

"The American Invasion of Europe, or

was the subject of an interesting lecture by

Vas the successful of the Carden, United States Revenue Cutter Service, before a largely attended meeting of the Chamber of Commerce last night. Lientenant Car-

of Commerce has night. Institute and the is well informed in regard to his subject, having been superintendent in the machinery department at the St. Louis Exposition, in which capacity he visited many
off the great manufacturing plants of Europe, his mission being to obtain the ex-

Contrary to the popular opinion, the

shown where work was being don

were shown where work was being done by hand. For comparison the speaker ex-hibited pictures showing tools of the Chi-cago Pneumatic Tool Company in service, with one man performing work that other-wise would require three or four men. Lieutenant Carden declared that in ma-chine tools America leads the world, in all the principal German shops he found American machine tools for the high-grad

American machine tools for the high-grade

spenker said, the American commercial in vasion of the Oid World is of compara

tive small extent. Steercopticon

AMERICA LAGS IN

FEBRUARY 7.

has been done for the welfare and social advancement of the men, were reproduced with the stereopticon. "American manufacturers," said Lieu-The lecturer said that during the two tenant Carden, "can get all the foreign trade they want, if they will only go after it intelligently, but the average salesman months' time he spent he the United King-dom, every day, with the exception of Sun-day, was spent in contact with manufacturwho is sent abroad to-day carries no greater asset than an unlimited confidence d he found only two manufactu in all that time who did not favor a pro-tective tariff, and this protective tariff was aimed at America and England. He cited To learn what the best products of the nimed at America and England. The cited the instance of one manufacturing director who declared that twist drills could be had down in Manchester by an American firm cheaper than the English house could manufacture them, and when the Lieutenant asked for the reason of this, the roply was, "your protective tariff does it." The lecturer said he did not enter into any argument, but was interested only in learning the foreign view point. "Nor did I," he

American manufacturers are, Lieutena Carden said, one has only to find out the that the Germans are buying, as this for-

most promising, and in this connection be paid a high tribute to Julius L. Wile, of this city, a friend of the lecturer, dating from the connection of Mr. Wile as an

officer in the navy during the Spanish-

Rochester Firm First.

The lecturer said he learned while in England that Mr. Wile had got on the right track by utilizing power gas in con-

nection with power plants, and he expressed the opinion that the Rochester firm held first place to day in this country in its knowledge of the engineering pos-

Particular emphasis was laid on the gas

engine as developed in German shops, in

one of the largest of which, said the speaker, the directors informed him that in all probability there would not be a

steam engine in service at their works in

two years. The gas engines used there are operated wholly by the heat units that ordinarily are allowed to escape through the smoke stack. This producer gas, said the lecturer, must not be confounded with

the lecturer, must not be confounded with illuminating gas, which is much more ex-pensive. The need in this country, he held, is a producer by which bituminous coal can be utilized. German manufacturers were preparing to put on the market a G,000 horse power gas engine with gas producer attachment.

Excellent pictures of homes of work-men in Germany and England where much

sibilities in the gas engine line.

Restriction of Output. "Restriction of outputs," the lecturer de clared in conclusion, "by the manufacturer for the purpose of putting up price, or by labor unions as against labor saving ma-chines, is so harmful that it becomes not of outputs which has practically put England on her knees commercially, and it is the one thing that the American nation must not permit. The wealth of the na-tion lies in its commercial possibilities. Restriction in any form is a crime."

"The so-termed American commercia invasion of Europe is only the skirmish line of the engagement. Not more than 20 per cent, of the exports of the United seeks of his own volition. The real invasion will come when our facilities exceed our home demands. When that time does come, we will find ourselves engaged with untions experienced and adept in foreign trade. To offset these advantages we must strengthen our technical schools, see that our young men acquire a knowledge of oreign languages, inculcate in the minds of all that honesty, integrity and the tear of God are our first essentials, and in this spirit and under the folds of the gloriou flag that floats above us, we will be proonred when the time comes to maintain

our position in the world with the best."

The lecturer referred in complimentary terms to Miss Kate Gleason, or the Gleason Tool Works, of Rochester, who, he said, had achieved a reputation as an ex-pert on machine tools in this country and abroad. Miss Gleason was made a men ber of the international jury on awards on machinery tools at the Exposition, the first time such an honor had ever been conferred on a woman. Great regret was manifested by the other members that Miss Gleason had been unable to take part in the jury work at St. Louis.

The Constitutional Question.

An argument was made yesterday be fore the attorney-general of the state for leave to bring a suit in the name of of the barge canal act. It may be said that the points made by Mr. Root who led in the attack on the measure were at least of sufficient importance to throw doubt on its validity, and render a test case a prudent if not a necessary precaution. There should be no sale of the \$101,000,000 bonds provided in the act until the whole matter has been carefully reviewed.

The act creating this great debt was approved by the people; but they were hurried to a decision without due consideration, and adopted the scheme after an active canvass carried on skillfully by the special interests it is designed to serve; and the heavy vote in the two great cities at the terminal points determined the result, maintaining at the expense of the rest of the state their privilege of levying toll in the way of terminal charges, and sacrificing sound commercial policy to petty local advantage. Since the vote was taken the public mind has had more than a year in which to reconsider the whole project; and there is now little doubt that the sober second thought of the people condemns it as a scheme to hampen rather than facilitate transportation b ols, Europe," the speaker emphasized, tween the East and the West. As a

ficial and a welcomed visitor.

Lieutenant Carden was at the Start Start Start Carden was at the Start Start Start Carden was at the Start Start

sues, it would be something akin "frenzied finance," for the state to se bonds, the legality of which is in peached and the purpose of which lisapproved everywhere save in No

York and Buffalo. One effective criticism of the barge canal act is that it violates this provision of section 4, article vil, of the constitution, to wit, that the law creating a debt by vote of the people "shall inpose and provide for the collection of a direct annual tax to pay, and sufficient falls due, and also to pay and discharge the principal of such debt within eighteen years from the time of the contracting thereof." The tax levy for this purpose, section 2, in the law, is twelve one thousandths of a mill upon each dollar of valuation for the real and sonal property in the state; and that Mr. Root declares to be inadequate. Moreover the act creates a debt of \$101,000,000, but authorizes the sale of bonds at intervals, so that instead of providing to the payment of the debt created, within the period of eighteen years, the constitutional limit, it spreads the payment over many years. The debt created \$101,000,000, is not regarded in its onti-

ty, which the constitutional provisia seems to require, but each separate sal of bonds during the progress of the debt. In other words there is a confusion between the debt itself to be jucurred for a specific work, and the evi dences of indebtedness and the methods of issuing them.

Another effective criticism is that on ections 4 and 5 of the barge canal act Section 4 provides for the taking of prirocess and leaving the matter of compensation to be settled by the Court of Claims. It is asserted that this moth od of procedure violates the provision to private property in article 1 of the constitution, which is in the bu-Section 5 of the barge canal act debra mines upon the sale of so much of the old canal line as may be of no further use for canal purposes; but section article vii, of the constitution forbids th legislature to sell, lease or otherwise canal the Champlain canal, the Cavaga and Scheen canal, or the Black River canal; and they are to remain the property of the state and under its manage involved. The barge canal act calls it canals, though the route which it fol lows is an altogether new line for long distances. Can the state sell the old canal lines for miles, and yet keep these canals forever? Whoever glances over the route will see how important

state lands becomes. After discussing the question of comnsation for new lands taken, Mr. Milourn met Mr. Root's criticism of weakess in the barge canal act, with the asertion that the whole sum of \$101,000,00 vas available for that purpose. should read over the act a little more carefully. Section 13 seems to approoriate only \$10,000,000 from band and land sales for several specific purpos and the taking of new lands is one of

It is to be hoped that even yet the consummation of the barge canal scheme may be prevented. It is designed to build a great work at the public cost to serve certain special interests in New York and Buffalo; to hamper commerce; to delay national netion in what ought to be a me tional work; and in the long un to divert trade from this state to the semboard along fines of less resu not more favorable by nature but rendered more invorably by the folly of our people, who have been defuded into setting up barriers to traffic rather than it making the way free and open

TO CO-OPERATE IN EFFORT TO DIMINISH FIRE RISK Democrat - Chronille Chamber of Commerce Will Appoint Committee to Act With National Un-

derwriters' Committee of Twenty. The question of bettering the means risks of insurance companies, with the Fe suit, if possible, that insurance rates such lowered, was discussed at a joint meof the Committees on Insurance and Public
Improvements of the Chamber of Commerce
yesterday afternoon. A. B. Lamberton presided at the meeting. In the absence of the
secretary and his assistant, A. W. Moore
acted in their capacity.

After a long discussion of these matters, it
was decided that a secretar committee should

After a long discussion of these matters, it was decided that a special committee should be appointed, to co-operate with the National Board of Fire Underwriters' Committee of Twenty. This committee had represents tives in Rochester hast year, and in December a report based on investigations made here was issued by it. The report showed.

agent. He reviewed conditions that, he said, have prevailed in the city for some time. For a long period, he said, Rochester had specified almost immune from big fires, and it had a wide reputation in this respect. Suddenly, however, said Mr. Ashley, there was a startling change, which entirely nitered e attitude of insurance men. In the last

Mr. Ashley gave what he believed was the cause of the fires. Many were caused, he said, by the failure to take little pre-cautions; and he showed how great fires ght arise through carelessness or falluce to make apparently insignificant provision manifest the possibility of fire starting and spreading. In some districts, said he, an un-protected window would be a menace to all he property about it.

The general explanation given for the ergo and frequent fires in the last few ergs was that the great prosperity of the lines had made people careless. This was een not only in the failure to take pre-autionary measures but in the careless andling of explosives, inflammable mater-

A vote of thanks was extended to Mr. this address. The meeting adjourned, to be called again by President Rogers. 2/8/05.

RIDDLES THE ACT.

Root Holds Barge Canal Illegality Up to the Light. The My Sun Fely 8.19 05 AGAINST THE CONSTITUTION

No Limit to the Hundreds of Milfions That Could Be Spent.

No Provision to Raise the Money or to Compensate Those Whose Lands Would Be Seized-There Was No Constitutional Authority for Submitting the Act to the People as It Was Submitted and There is None for Abandoning the Present Canals-The Attorney-General Asked to Bring or Permit a Suit to Prevent the Contemplated Great Swindle.

ALBANY, Feb. S .- Five distinct ways in made plain to-day by the Hon. Elihu Root.

The former Secretary of War showed provisions relative to debt and expenditure a tax sufficient to pay the interest and ringipal of the \$101,000,000 of bonds which idates the provision that private property shall not be taken for public use without bust compensation; that it violates the section prohibiting the sale or other disposition of the canals, and that there was no constitutional authority for submitting a law to the people as it was submitted.

My. Root appeared with the Hon. Charles Andrews, former Chief Judge of the Court of Appeals, as counsel for James Wood and others, the applicants who had already potitioned Attorney-General Mayer to bring the suit or allow it to be brought. The petition represented the State granges and prominent business men throughout the State. The barge canal forces were repre-sented by Attorneys John G. Milburn and Abel E. Blackmar of New York and George Chinton of Buffalo. State Engineer Van A styne and Edward A. Bond, president of large canal engineers' advisory board, with the Attorney-General.

Mr. Root whose argument opened the day, explained briefly the provisions of the canal act and pointed out that no limit was imposed upon the cost of the work regulated to be done or the extent of the obligations which may be incurred in the The issue is limited to \$101,000,000, but

the improvement which the statute commands the State officers to make may cost \$700,000,000 or \$300,000,000 or \$500,000,000. The State officers are not limited to the expenditure of the means provided, they open the State contract obligations to pay or the work, no matter what it costs and libout any reference whatever to the dequacy of the means provided for pay-

Mr. Root argued that the cost of such a premendous work cannot be accurately es-imated in advance. The draftsman of the tute, having to choose between an exlimited to the means provided or obligations st flicient to do the work, matter what the cost, had chosen the ties are required by the act to

without means to meet them."

Mr. Roof quoted several paragraphs of Article VII of the Constitution limiting

ions of the organic law of the State, expenses may be authorized and liabilities incurred in advance and in excess of money provided, which must be met either by direct faxution or by borrowing. If no debt existed, there was no necessity for borrowing money. The future expenditures of the State were within the control of the Lecislature, and could not, within the Conciliution, exceed the means provided, except as a debt might be created, not exceeding \$1,000,000 in amount, to meet deficits or failures in revenues, or for expenses not provided for. To this extent a temporary loan could be made. (Const. art. 7, sec. 10)

"A debt of \$6,000,000, or liabilities to that amount, and resting as a burden upon the people, resulting from the acts of the Legislature and the agents and officers of the State, is an impossibility, for the recom that it is absolutely prohibited; and any attempt to create such debt or incur such liability is a nullily. There can be no footing dobt under the present Constitution, neither can a debt to created by making appropriations and directing expenditures in excess of taxes levied and means provided. Could the

ne created by making appropriations and directing expenditures in excess of taxes levied and means provided. Could the Constitution and the intent of the people in adopting it be thus easily circumvented and frustrated, that instrument would be of little value. The fallacy that there is or can be a floating debt, or a debt created in the discretion of the Legislature by excessive appropriations and scauty tax

officers and algents of the State, or all combined can create a debt or incur an obligation for or in behalf of the State, except to the amount and in the manner provided for in the Constitution.

The objects and purposes to which the moneys in the Transary shall be appropriated, or for which taxes shall be levied, are very much, if not entirely, in the discretion of the Legislature. The Legislature has entire control over the revenues of the State, whether derived from annual taxation or other sources, except as such moneys are pledged or appropriated by the Constitution. Such control is exercised by means of statutes ranking annual appropriations, that is, by acts declaring to what purposes and in what amounts the moneys of the State shall be applied. The acts of the Legislature in making these appropriations are supreme to the limit of the funds and moneys at their disposal, but millities in excess of that amount. The credit of the State is beyond its control.

A pauper dying may, in form, bequeath millions, but his legatees will be none the richer, and those who come after him will be under no obligation to make good his bequests from their enemies. So the Legislature can effectually dispose of the moneys of the State from year to year, but appropriati in sin excess of such moneys impose no liability upon the people or obligations upon successive Legislatures to provide the means for their payment. The administrative officers of the State cannot give effect to them either by borrowing money or incurring liabilities in other forms, for the reason that the Constitution stands as an insuperable barrier to any debt to be created by such means.

Mr. Root said that the principles declared in the decisions he quoted led to the conclusion that the principles declared in the decisions he quoted led to the conclusion that the principles declared in the decisions he quoted led to the conclusion that the principles declared in the decisions he quoted led to the conclusion that the principles declared in the decisions h

The Court of Appeals, said Mr. Root, has stated in various forms the general principle which is to us followed in testing the validity of the act. One decision said:

"It is not enough, to render a law constitutional, that its language should be in such form as to comply with the requirements of the Constitution, but it must comply with them in substance."

of the Constitution, but it must comply with them in substance."

One of Mr. Root's strongest points was based on section 8 of Article VII. of the Constitution, which prohibits the sale or other disposition of the canals. He showed, by the plains of the barge canal, that it is proposed to abandon three-quarters of the present Eric Tanal.

"The new waterway," said Mr. Root, will be incapable of being used by boats towed or propelled from the shore; it will be no canal at all. It is of no avail for the statute to talk about the being 'an improvement of the canals or to talk about the 'canalization of the rivers.' The plain and simple fact is that the canal is to be abandoned and we are to resort to steam navigation upon the rivers of the State, improved by a system of looks and dame on the what is called 'slade water navigation on the materials.

COST OF CANAL 2/9-1905.

Elihu Root's Statement in Arguing Against the Act.

LAW SIMPLY COMMANDS WORK

Also Commands It Whether or Not Bonds Can Be Sold-Interest So Low There Is Doubt of Bonds Bringing Par. From a Staff Correspondent.

Albany, Feb. s,-Attracted by the commune of the counsel on both sides and also by the importance of the matr involved here was a large attendance f lawyers and state officers in Attorney General Mayer's offices this morning when Elliau Root and Charles Andrews asked that a legal action be instituted o test the constitutionality of barge

Pro-canal law
Pro-canal men were represented by
George Clinton, of Buffalo, John G. Milburn and A. G. Blackmar of counsel to
the Roosevett commission which investigated the \$2,000,000 expenditure.

gated the \$5,000,000 expenditure.

Rochester was represented by Senator Merton E. Lewis, former President;

Thomas Dunn of the Chamber of Commerc and John M. Ives, secretary of
that hody. They took no part in the
debate but were interested spectators.

Mr. Root opened the hearing. His
they have a that the barrie canal law. first point was that the barge canal law really fixed as limit to the expense which the state officers may impose upon

In his opinion the law would permit us great a discrepancy as was seen in the improvement authorized by the law of 1895 which was estimated to cost \$0,000,000 and which engineers say would one cost \$26,000,000 to comp

Mr. Root urged that the law of 1903 made it imperative that work must be done whether the bonds find a purchaser

3 per cent, interest, which is lower than Port Express.

Please Fill Out and Drop in Post Box.

Do you burn soit or hard coal?

convention of 1894 had been approved by the people.

"It would somewhat have surprised the convention and the people of that day who amended the Constitution to permit three miles of the canni to be abandoned, to find the Legislature authorizing the abandon-ment and sale of 350 miles without regarding the Constitution an obstacle.

"It may be said that the abandonment of these cannals is not in effect an abandonment because the new system of navigation to be created will answer the purpose for which the cannals were designed. A sufficient answer is that the Legislature has not been invested with power to determine that question. The people of the State have themselves, by their constitution, declared that their purpose, should be attained by the preservation of these present cannals and it is not within the power of the Legislature to substitute any other means for attaining that purpose. If other means are to be followed the Constitution must first be amended."

Mr. Root's final contention was that none of the defects in the act were cured by submission to the people because there was no constitutional authority for submitting to the people any part of the law except that which authority described the distance of the saw except that which authority for submitting to

constitutional authority for submitting to the people any part of the law except that which authorized the debt. specified the ob-ject, imposed the tax and provided for its collection. "This is a representative gov-ernment and the people cannot be called upon to pass laws except under the express direction of the Constitution." Nor did the question submitted to the people suggest

existing canals.

Mr. Root said in conclusion:

"Citizens whose interests are in common with all the other people of the State cannot themselves present these questions to the courts because, in common with all the people, they are represented by the Attorney-General. The general interest in such questions can be asserted only in the general name of the People of the State, and the Attorney-General alone can authorize or make such an appeal to the courts.

authorize or make such an appeal to the courts.

"The time will come when special and personal interests will be affected by the attempted execution of the act and those interests will test its validity in the courts; but before that time comes the State will already have become involved in vast obligations, by the issue of bonds and the making of contracts; and for these, however invalid they may be held to be, the credit and good name of the State will require that some provision be made. Great expense is being constantly incurred which will have been wasted if the act be held unconstitutional.

"It is respectfully submitted that immediate steps should be taken to secure in some appropriate form of action a judg-

some appropriate form of action a judg-ment upon the validity of the act."

Attorney-General Mayer asked Mr. Root what form of action he would suggest should be taken to test the validity of the

should be taken to test the valuaty of the law.

"I would suggest," said Mr. Root, "that you allow to be brought in the name of the people of the State an artion to enjoin the State Comptroller from issuing the bonds, or the State Superintendent of Public Works from awarding the contracts, or that the State Engineer and Surveyor give notice of some strip of land to be taken for the new canal, in which event the owner of the land could immediately bring suit."

Are you in favor of doing away with soft coal smoke?

Do you use an automatic stoker? Or a steam jet in the fire box?

What is your opinion of these appliances?

State number of horse power used

It steam is used for heating only, state size of heating space

(SIGNATURE)

Rochester Chamber of Commerce.

At a meeting of the Public Improvement Committee, the Secretary was directed to obtain an expression from the manufacturers of the city burning soft coal as to the best solution of the soft coal smoke problem; and to that end the committee respectfully requests you at your early convenience to fill out the attached postal card-or to write a letter -forwarding the same to the Secretary of the Chamber. JOHN M. IVES,

Rochester, N. Y., Feb. 8, 1905.

Secretary.

stitutionality of the barge canal law, advanced for the consideration of the Attorney General five separate grounds upon each of which the law in question conflicts with the Constitution of New York. These several propositions are:

That the law runs contrary to the general constitutional provisions relating to debt and expenditure;

That it does not impose a tax sufficient to pay the interest and principal of the nds the issuance of which it author-

That it violates the provision that private property may not be taken for public use without just compensation;

That it violates the constitutional section which forbids the sale or other disposition of the canals; and

That there is no constitutional warrant for submitting to the people such a law as was submitted.

Plainly there is but one safe course for the government of the state to pursue in the face of these serious allegations brought against the validity of the canal act by so eminent a lawyer as Mr. Root. This course is the one that any prudent business man would follow, if it were brought to his attention that his title to certain real estate which he was about to improve, was more than possibly invalid. Before involving himself in debt for this purpose, he would take time to satisy himself that there were no flaws in his title to bring confusion and trouble to him later. Before the state undertakes the issuance of bonds or the authorization of further contracts, it should remove every vertige of doubt as to the legality of such performances.

In fact, it would seem that necessity as well as prudence would require the state to submit to its highest judicial authority the whole question of the constitutionality of the canal act. We cannot see how the bonds of the state for the \$101,000,000 authorized can be sold at par, if there is the least suspicion that they will be unvalidated by the courts, And of course if the bonds cannot be sold at par, they will not be sold at all. The credit of the Empire State will never be hawked about for bidders at a dis-

TO CONSUME SMOKE Post Express 2/9. Mechanical Under Feed Devices Shown

to Be Entirely Successful. Manufacturers Evince a Proposition to

Meet the Chamber of Commerce Halt Way in Its Effort to Abate the Smoke Nulsance.

Replies of manufacturers to commucations from the Chamber of Commerce regarding the amoke misance, are be-ginning to be received by Secretary ives. While these replies cannot be made public until after the next meet-ing of the chamber committee that has taken up the matter of ways and means of abating the nuisance, it is known that the tener of letters so far received, evinced a disposition on the part of the largest consumers of soft coal in the city to meet the chamber baif way in the effort it is making to improve con-ditons along this line. Some of the large commercial buildings and factories that the Monroe Bhewing company, the Mon roe county penitentiary, the University of Rochester, the Steeber Lithograph

tary P. I. Starrett of the Y. M. ing since May last. While there is no question in Mr. Storreit's mind that the stoker does what is claimed for it in the matter of preventing smoke, he so clear on the point of its saving per cent. In fuel, likewise naerted I those who sell it. Said Mr. Starret.

"Our coat bills are slightly small then they were last year but this may be one to the fact that the weather is less rigorous and did not start in ac soon as it did last year. I neight be in a posi-tion to either confute or substantiate the tion to either confute or sabstantiate the claims of the stoker manufacturers to garding the saying of fuel, if I had at hard the daily temperature figures for two years back. I want to be prificial just to the manufacturers for they containly have a good thing as for as provening smoke is concerned. So I would not begridge the labor and time It would not be gridge the reserved that the contained the cont

not begridge the labor and time it would take of fine out the exact facts regarding economy of find."

The Pfaudler company use a mechanical stoker and every device for economisting fuel. It is claimed for these devices that they entirely do away with the smoke nuisance, although the company uses the lowest grade of coal.

On the Cox building there is being used a smoke consuming contrivance.

moke that no attempt was made to

used soft coar for several years. There is now in use under the hollers at the brovery, a Jones stoker which is said to operate successfully in saving coal

and in preventing smoke.

The Monroe county pentientiary has a the new heating plant a Jones stoker that Superintendent Webster says is orking most satisfactorily in cons It is also thought that i will save roll.
The University of Rechester has hed

pareed to give definite figures but are fined to think that the claims of the mak

An official of the Steeler Lithographin ton on Goodman street, was because it was impossible to do business in the former in-cation owing to the soft coal smoke pour-ing from the breweries and other halldings In the neighborhood, Lithography to quires a comparatively clear atmosphere that has been installed in the new power house. It is affirmed that it doe, away with smoke and saves fuel.

The Jones stoker, which appears to be in more use bets than any other, forces fresh coal into the notion of the furnace by means of a steam piston blower. As soon as this under hed of fresh coal ignites, the gases and smoke pass through the fir-

One complaint made by manufacturers b that good smoke consumers are expensi-and that firemen object to using them, is urged by many that the laws should revised so that the firemen as well as the three hundred dellars apiece.

THE POST

OPPOSE SOFT COAL SMOKE Feb. 10.

Many Manufacturers Reply to Chamber Queries.

OFFICE BUILDING GWNERS

Are Accused of Being Largely Responsible for the Nuisance Here-Use Hard Coal in Other Cities.

The manufacturing luterests of Rech ester strongly favor the abatement o the soft coal smoke nuisance if the answers so far received to the queries sent out by Secretary John M. Ives this week can be taken as indicative of the trend of sentiment. This morning there were replies to Mr. Ives' communiication, including several from large concerns. Of these, 26 favor doing away with soft coal smoke; 3 are against it and 13 are non-committal. Several ance as follows:
"Burn smokeless coat and have experi-

"Educate the fireman by reward or punishment. Neither automatic stoker or steam jet in the fire box are perfect

"Even firing of boiler with capacity greater than the actual need. The forcing of the fire thus becomes unneces-Brilish American Dye works have the

best thing I ever saw-n Canadian pet-"The manufacturers are the judges to to whether soft coal should be used or not. Lets have more smoke if it will increase business."

Another says he favors the abandon-

ment of soft coal in the city if it can be done without material damage to the manufacturing interests. Three of those who sent be replies this morning utilize electricity as motive power; one uses wood and one water. The disclator any interest to the matter of smoke one way

In replying at some length to the questions, the head of one of the largest manufacturing concerns in the city, says,

An Expert Opinion. "Our observations and investigahave led us to believe that the emethod of stopping soft coal an

rols, Europe," the

that is the invention of a Rochester to install this under small poter units any size, halts steam plan equipment as discovered in the person them, restraining them pense in these small milts. As chedly the poller and its five any is a little steam plan equipment of the pense in these small milts. As chedly the poller and its five any is a little steam plan equipment of the pense in these small milts.

ly of the impression that if the city of Rochester is to attract and keep its manufacturing industries, which are without doubt the basis for the prosperity of the city, and its future growth, the good people of this city can better submit to the inconvenience of the moke nuisance rather than put any hi dens on the industries we now enjoy, which might tend to interfers with their business when compelled to compete with like industries where power is pro-

combustion of the fuel is one of the most serious against which operators have to contend. Few engineers realize the loss due to poor firing and most of

coal into a hre and get good results. This fallacy is said to be costing the manufacturers of the country a vast amount annually. In a competitive test between boilers for efficiency the one having the

hest fireman will win nine times out of

ing." says a recent writer upon the sub-

combustion and the true extent to which it is imperfect. A chemical analysis of the gases escaping through the flues

will tell the percentage of combustion

material which is being wasted."

The chief provision of an anti-smoke ordinance, recently adopted in Balti-

"Be it ordained by the Mayor and the ity council of Baltimore, that every

rnace hereafter constructed, to be env

steam, or in any mill, factory, printing house, dye factory, fron foundry, glass house, distillery, brew house, sugar

ployed in the working of engines 1

refinery, bake house, gas works, hotel or

office building, apartment house, or any

other house used for the purposes of trade or manufacture, shall be so con-

structed as to consume or burn the

smoke arising therefrom, and so as not to emit dense or black smoke." The ordinance is considered as being

by no means radical and the authoriti-

hope that Baltimore will have the same

satisfactory results from it as has at-tended the adoption of more rigorous

Replies of manufacturers to commun

cations from the Chamber of Commerce regarding the smoke nuisance, are he-

ginning to be received by Secretary Ives. While these replies cannot be

made public until after the next meet-ing of the chamber committee that has

aken up the matter of ways and means

of abating the nuisance, it is known that the tenor of letters so far received, evinced a disposition on the part of the

largest consumers of soft coal in in-

CHRONICLE, 1

MANY POINTS OF VIEW

ingineers, Physicians, a Manufacturer

and Clergyman Will Speak at Chamber

of Commerce Meeting.

All arrangements for the meeting of the

tion of abating soft coal smoke in the

corporation of the Chamber of Commerce at 8 o'clock Monday evening, at which the

city is to be discussed, have been made by the secretary, John M. Ives. The sub-ject is to be considered from various view points by different speakers, and it is desired that all business men and manu-facturers interested in the matter attend the meeting.

It is desired not only that those favor

ing some action for the purpose of abating the smoke nuisance will be at the meet-

ing, but that those opposed will give their views, so that the subject may have thorough consideration and whatever action is taken may be after intelligent deliberation.

John Krause, supervising engineer in the city of Cleveland, will be the principal speaker. In Cleveland there is an ordinance

against the production of black or gray smoke. An account of the efforts made there to abate the smoke evil will be especially interesting, since the method

followed was somewhat unusual. The Cleveland ordinance was amended ast December, to make it more effective.

Mr. Krause, Rev. William R.

Besides Mr. Krause, Rev. William R. Taylor, D. D., pastor of Brick Presbyter-ian Church, and F. A. Stecher, president of the Stecher Lithographing Company,

Dr. George W. Goler, health officer, will

speak of the effects of coal smoke on the human lungs. His address will be illus-trated with the stereopticon. Other speak-

Three practical engineers will give their

experience in the matter of reducing smoke. They will be Mr. Miller, chief engineer for the Board of Education;

George Vinton, chief engineer at Sibley, Lindsay & Curr's new plant, and John H. Leathers, chief engineer in the Powers

Luncheon will be served after the mest-

meh. B-1905

vill make short addresses.

on upon all of the facts.

city to meet the chamber half way the effort it is making to improve con-ditions along this line,

SMOKE QUESTION FROM

more, Md., reads as follows:

perience will tell him the quality of

coal into a fire and get good rest

duced under more favorable conditions.
"The above really applies to small power units. The large power producers an well afford to use the automatic stoker as a proposition of economy. We expect our new plant will be operated by power gas with a gas engine, ates all smoke, This is not practi-

cal for some city power conditions.
"Our position is simply that a careful consideration of the economic features. of manufacturing and the additional cost to small power units, should be con-sidered before any recommendations are made that interfere with present condi-

At first glance the recommendation of several manufacturers that smokeless soft coal be used would seem to be a joke. On evestigation, however, a reporter for The vertising a "smokeless service bituminous onl." A coal man told the reporter that f bitominous. He went on to say that he smoke unisance would be very much lessened in Rochester if the owners of of-fice buildings could be forced or persuaded a abandon the use of the lower grades of oft coal and adopt the use of the smalle sized grades of anthracite which would prove as economical in the end. For manufacturing purposes soft coal is un-

portion to its population than any other owing to the fact that the owners of of while the smaller sizes of anthracite are rally in use in similar buildings in nearly wery other large town in the country outside the soft coal region. Small hard coal is very nearly as cheap and for

An error was made yesterday in statin that an order feed stoker is in use under McIntyre steam jet and air draft,

ROCHESTER HERALD, FRIDAY. FEB 10t THE SMOKE EVIL

Many Satisfactory Devices in Operation Here.

A SIGN OF EXTRAVAGANCE

Clouds of Dense Smoke No Longer Considered a Sign of City's Prosperity - Large Number of Local Buildings Equipped With Smoke Consuming Devices.

The idea that the emission of vast quantities of sooty, black smoke from the chimneys of the city is a sign of exvagant wastefulness, rather than at indication of the city's prosperity, is steadily gaining ground and within the and other buildings have been equipped with automatic smoke consumers, and other aids to more perfect combustion of fuel, without the compulsion of a city

Among the places in which these de-Among the places in which these devices are in satisfactory operation are the Bausch & Lomb factory, the Strombery-Carlson factory, the Y. M. C. A. building, the Powers building. The factory of the Pfaudier Company, the Monroe Brewery, Monroe County Penitentiary, University of Rochester and the Stecher Lithographing Company. There are still a large number of citiens who maintain that all factories should be connelled to reduce the emission of foul compelled to reduce the emission of foul smoke from their chimneys, out of a re-gard for the public health rather than regard for the pecuniary profit to obtain to the consumers of soft soal, but these people are well satisfied to have the smoke abolished, whatever the con-

Those who have made a study of combustion say that the patent devices are not entirely necessary and that care-ful attention to stoking would greatly reduce the nuisance and the coal bills.
But in accord with the tendency of the
times toward the utilization of waste
products go the various inventions contrived to economize in the material used. In recording the performances of a steam boiler, both its capacity for generating steam and its fuel economy should be taken into account. In a capa-city test of a boiler, the fireman cou-siders it his duty to make all the steam can without regard to the amount of

fuel consumed in the process.

Economy in fuel is probably the greatest source of saving in a steam plant.

As every factory. Or other building of

Methods of Fighting the Smoke Nuisance,

If soft coal smoke is a rank public nulsance and a serious menace to health, why should not the nulsance be abolished by a rigid ordinance applying to all offenders equally? There are many other nuisances that are prohibited by strict ordinances. It is all well and good to conduct a carepulge of education showing that the proper stoking and proper burning of coal that will minimize the nuisance actually means an economy to coal users; still, if it be true that corrective measures on the part of the conusers will actually mean a saving of dollars and cents to them, why should there be any discriminating, deferential consideration shown by the ordisome makers in dealing with the nutsance? In such a situation it does not speak very well for the civic spirit of large users of coal that the best results in fighting the smoke nuisances in large cities have come only from continuous humble pleadings by citizens' committees with offenders, these pleadings covering in some cases a period of a year of continual mild Business involving systematic explorage and correspondence. It to put before the offenders the data recommending the needed change from an economical standpoint and then to enact and strictly enforce an communes that all must obey. - The July Thy 20,115

JUST LIKE The Lives Hely 23:05

Peculiar Document Received by Attorney General From the Windy City.

WORRIED ABOUT THE CANAL

Professes Belief in Constitutionality of \$101,000,000 Act, but Objects to Test Action.

EVENING TIMES.

ALBANY, Feb. 23,-"Be it resolved, That the Chamber of Commerce of Buftale being firmly convinced of the constitutionality of the barge canal act earnestly protest against any further delay in the presecution of work under said act and protest against any action being brought or assented to for the surpose of testing the constitutionality

This is a paragraph from a most peeral Julius M. Mayer from the r canal Chamber of Commerce of Buf-falo. While professing belief in the constitutionality of the doubtful law the canal advocates from the shores of Lake Eric in the same breath proclaim their fear that the competent judges of the Court of Appeals will fathom the

At the hearing before Attorney Genand "ayer upon the petition of the int. ...d men that the constitutionris month when ex-Seere Elihu Root and former Chief Judge of the Court of Appeals Andrews advanced ng to show that the law is unconst tutional, it was suggested by the At-torney General and practically agreed upon by the canal advocates and those who oppose the culargement of the ditch, that the question be taken at once to the Court of Appeals in an the act. After the hearing the reguments presented by Mr. Root. ture consideration of the points scored by the ex-Secretary of War filled them with alarm as to the legality of their pot scheme, and the result was the nithe most humorous an lie documents in the archives of the

The Buffalo resolution suggests the because he might be licked.

COL. POPE TO COME. tiped Roader and Bleyels Manufacturer

to Speak at Chamber Dinner. lone; Albert A. Pope of New York and sion, who founded the bleyele maing industry in the United States, and o of late has become prominent by rea-of his promotion of the good roads agi-lou throughout the country, in a letter fives accepts the invitation of the Chamof Commerce corporation to be press deliver an address at the and ning of March 16th. Yesterday it was her. both Temus Hy 1455 criing as a clerk in a shoe anding store began selling imported bleyeleg and, in 1878, introduced the bloycle manufacturing busi gess in the United States. He founded the

ENGINEERS WILL SPEAK ON SMOKE

CHAMBER OF COMMERCE.

TO INVITE BUSINESS MEN

Chamber Will Try to Secure Chief Engineers of Milwaukee, Detroit and Cleveland, to Talk at Meeting-Report Upon Investigation

the principal question before the monthly meeting of the Board of Trustees of the Chamber of Commerce yesterday after noon. A report of an investigation mad by the secretary of the chamber, to ascer-tain the sentiment of the manufacturers and large consumers of coal on this sunjust, was read, and in this deep interest was manifested. The report showed that many of the manufacturers were doing their share in keeping the air free from smoke and were desirous that Rochester should be saved from being classed among the smoky cities. The stress laid upor the subject has led a number of the trus tees to study measures for overcoming the production of black smoke, and the sne gestion presented and discussed yesterday

eceived close attention.

It was decided that at the next meet ing of the corporation, Monday night, March 6th, the abatement of the smoke evil should be the subject. An effort is to be made to have as many of the bus petent engineers speak on the question An attempt is to be made to bring to the city for this meeting the engineers of Milwaukee, Cleveland and Detroit to speak. In these cities there are small

John M. Ives, secretary of the cham ber, had sent out twenty-four letters to manufacturers using stokers, asking how they worked. He received replies from eighteen of these. Of those who replied ten said that their stokers had given sat-isfaction as to the saving of coal; four said that a considerable saving was made said that a considerable saving was made by using the stokers for only a short time; one manufacturer said that the stoker caused less smoke but no saving of fuel, owing to his furnaces being too narrow

"Yes, Siree!" and "Decidedly."

One hundred and seventy-five posta cards, with return cards attached, were sent out to manufacturers, and sixty-five answers received to the questions print-ed on the return card. These showed that there was a strong sentiment in favor of checking the smoke misance.

Of thirty-four manufacturers who replied on post cards, twenty-nine said they were in favor of having soft-coal smoke aband. One of these added, "Yes, siree," another, "most decidedly," and five said, "If it can be done without injuring the manufacturing interests of the city."

Five of the thirty-four manufacturers referred to said, more or less emphatically, that they were not in favor of the abarement of the soft coal smoke. Two of these said simply, "no," one said, "decidedly no," the fourth said, "No, not sy prohibit.

men in America. He was born in Boston in 1842, but before he could complete hts course in the public schools of Brookline learning and go to work because of family reverses. He served with distinction in the Civil war from the beginning to the end of the straugle. Because of gallant conduct in the battles of Fredericksburg, Knoxville, Poplar Springs Church and Petersburg, he was made a noutenant-colonel from the war he established a wholesale

AT A PUBLIC MEETING OF

Favors Local Hospital Boards.

Whereas, A bill has been introduced in the Legislature, known as assembly bill No. 534, amending the heanty aw, which proposes to establish a board of managers for each of the state hospitals for the bisance and to confer appearance bearing the state Commission in Lamay, the most important of which are, to appoint the superintendent subject to the civil service rules, to establish by laws, rules and regulations concerning the administration of the hospital and to investigate charges or complaints against any officer or employee of the hospital and Whereas, We believe that it is for the best interest of the insane that there should be the most properly of the state Commission in Lunacy retains control of expenditures and general supervision of the hospitals; therefore. Abatement of the smoke musauce was

hospitals: therefore,
Resolved, That the Board of Trustees of
the Rochester Chamber of Commerce is in
favor of the passage of this bill, and requests senators and members of assembly
from Mouroe county to use their Influence
to secare its passage;
Resolved, further, That a copy of these
resolutions be sent to the governor of the state and to the senators and members of Assembly of Mouroe county. Armstrong Bill Approved. Senator Armstrong's proposed measure, providing for the further improvement of oads, was approved in the following teso

lution:

Whereas, The Rochester Chamber of Commerce having been the first chamber of the state to hold meetings and ald in the good roads movement, the system of water improvements having originated in Rochester, and having been since adopted by the state. Resolved, That the Board of Trustees of this chamber registers its approval of the houding scheme of Senater Armstrong's empirical resolution, providing for an appropriation of \$50,000,000 for the lungavement of the highways of the state, \$5,600,00 (o) be expended each year for ton years, and payment for same to extend over a period of fifty years, believing that such improved roads will lessen cransportation charges, improve realty and unite both urban and rural communities to their mutual benefit.

The report of the treasurer of the chamber, Benjamin E. Chase, showed that all the debts of the chamber were paid and that the treasury was in good condition.

New members elected were: Glies B.

Miller, No. 63 State street, pianes; R. G.

Dan & Co., No. 75 State street, commercial agency; Gould, Lee & Luce, No. 144

Main st cet east, boots and shoes; S. R.

Snock, No. 732 Granite building, mining;

J. E. Mock, No. 1 East avenue, photographs; R. M. Myers & Co., Exchange street, paper. street, paper. Democrat

CHRONICLE, SATI

HERO OF THE MERRIMAC TO SPEAK IN ROCHESTER

Captain Hobson Heads Chamber of Commerce Dinner Toast List-Others to be Heard.

Arrangements for the seventeenth a nual dinner of the Chamber of Commerce have been made by the secretary, John M. Ives. It is to be held in Colonial Hall on the night of Thursday, March 16th. Four speakers of national reputation have been obtained for the dinner, and will make addresses on subjects with which they are especially well informed. The first speaker is to be Captain Rich.

It would seem that a lack of informs It would seem that a lack of informa-tion has been one of the reasons why the smoke evil has become so pronounced. Of the thirty-four manufacturers, all of whom were asked what methods of pre-

venting smoke they would recommend cleven said they didn't know, twelve fa

thought it was best to use the devices and

also have the firing done properly, tw. said only, "fire the furnaces properly," and five said the stokers and other paten

Five manufacturers took the pains to

Five manufacturers took the pains to write letters instead of answering on the post cards. One of these, a manufacturer of cabinets, said that the amount of smoke produced could be greatly reduced by proper firing, but that the stoker was a good thing. It would be almost impossible, however, he said, for him to put in a stoker at this time. A pianto company favored the use of stokers, saying that the larger companies could use them with profit, but urged that nothing he done to injure manufacturing interests. A short

njure manufacturing interests. A shoe

company was not prepared to give an ophilon as to the use of devices for preventing smoke, but asked that nothing be done that would make Rochester a less de-

A laundry company spoke greatly in favor of appliances for reducing smoke. It was easy to install these devices in almost any

steam plant, it was said, and it was nos-sible to have perfect freedom from smoke

with automatic stokers.

Three other manufacturers used elec-

selves as favoring no smoke. Two used steam, and one of the two was not in favor of doing away with soft coal smoke. Eight-used hard coal, and most of these advocat-

ed mensures to do away with smoke. Four used both hard and soft coal; two of these said, "no soft coal smoke;" one wanted "an ordinance giving no alternative but jail imprisonment," and another said, "prohibit." Three did not use coal, and the sentiment of one of these was, "bet's have more smoke if it will increase nowiness." Six bought their power, the of

Robert J. Fish, from Onelda county, which

proposes amendments suggested in the nessage of Governor Higgins to the Legislature regarding the insanity law. Thus bill would escublish a Board of Managers for each hospital in place of the Board of Visitation, and confer upon these boards certain makers.

administration of the hospitals. The State Commission is to have absolute authority in all financial matters. The resolution adopted yesterday follows:

Favors Local Hospital Boards.

ness." Six bought their power: these favored no soft coal smoke, and the others gave no opinion.

A resolution was adopted, approving a

certain powers in relation to the

tricity, and two of these expressed the

sirable city for manufacturers to

mond Pierson Hobso prominence through his exploit i active service, Captain Holes wide recognition as a lecturar, ject at the chamber's banque "The Peacemaker Among the N

Hon, John D. Kernan, of Utica, will be he second speaker, and will give an ad-lress on "Interstate Commerce," He Interstate Commerce Commission in St. Louis Inst summer, to which T. B. Dunn, then presi-dent of the chamber, and Mr. Ives went

dent of the chamber, and Mr. Ives went as delegates. His address at this convention was remarkable among a number given by able men. Mr. Kernan drew the first bill presented to Congress through the efforts of the commission. He is the son of Hon. Francis Kernan, of Utien.

"The Industrial Question" will be the subject of the third address, to be given by Rev. Thomas McClary, D. D., of Minneapolis. Dr. McClary is a canny Scotchman, and is esteemed one of the foremest orators of the West. He is said to look very much like the late Sol Smith Russell, and to have ability as an orator equal to

Colonel Albert A. Pope, of New York city, will speak on "Good Roads," a question upon which he is especially conversant. For years he has been prominently identified with the movement to ob-tain better roads throughout the country. Colonel Pope is a self-made man. He founded the bicycle business in the United

The dinner will be, Secretary Ives says, qual to any of those on preceding years The decorations will be especially beau-tiful. An orchestra of twenty-five pieces will sing. Feb. 25-1905.

Tribute to Hon. Frederick Cook.

The Board of Trustees of the Rochester State Hospital has adopted the following memorial:

JANE E. ROCHESTER,

Herned HILLER, Sec. Resolution of the Rochester Maenner-

chor,

We, the members of the Rochester Maennerchor, have learned with deep sorrow of the death of our much exceemed ex-president, Hon, Frederick Cook, Mr. Cook has been for forty years one of our most beloved and honored members, taking deep interest in the success and dedivements of our granization, at all times ready to give his valuable advice and his assistance when called upon. We recognize in him one of our foremast German American citizens. We deeply mourn his loss and we extend to us family our heartful sympathy in this their great bereavement.

Resolved, That the above be spread upon our minutes and cony be sent to the family.

HENRY HEBING.

HENRY WALTIEN.

THEODORE H. BOLDT.

Committee. chor.

CHAMBER OF COMMERCE

Committee for Annual Dinner Appointed With Robert A. Badger as

uman chairplank 1.1101 At a meeting held this hold the following were appointed as the dinaer committee to make the arrangements for the annual dinaer of the Chamber of Commerce unal dinner of the Chamber of Commerce to be held in Colembr Half on March 18th; Robert A. Badger, chairman; William C. Barry, Jr., Carroll E. Bowen, C. F. Garfield, J. George Knelber, J. M., tyes, Winifred J. Smith, Julius Wile and

William H. Wray, The committee decided to depart from the custom of former years and small tables seating six or eight will be used this year instead of the long tables. The decorations are also going to be a departure and the committee promises something entirely novel to this city. The replies to the invitations have been coming in steadily to Secretary Ives and as the number will be limited to about replies it order to secure seats. The din-mer this year will be in honor of last year's president, Thomas B. Dunn.

DEMOCRAT

HOW CLEVELAND ABATED SMOKE

ENGINEER OF OHIO CITY TO DESCRIBE METHOD.

PROVISIONS OF ORDINANCE

Supervising Engineer John Krause to Speak at Mass Meeting of Business Men in Chamber of Commerce on Question of Smoke Nuisance - march /-

John Krause, one of whose

city is enforced, has accepted the invita-tion sent him by the Chamber of Com-merce to speak at the meeting of the cor-poration next Monday night. The abate-ment of the shoke evil will be the subject of the addresses and discussion at this meeting, and to it the business men of

meeting, and to it the business men of the city are invited.

That the meeting should be devoted to a consideration of means for abolishing black smoke in the city was decided at the meeting of the Board of Trustees of the chamber last Thursday afternoon. At that meeting John M. Ives, secretary of the chamber, gave a report of an investigation he had made by postal card among the manufacturers and business men of the city regarding the smoke question, which city regarding the smoke question, which showed that there was a strong sentiment in favor or doing something to abate the

The trustees of the chamber decided to Monday night the engineers of Cleveland, Milwaukee and Detroit, who have supervision of the matter of controlling the smoke evil. It is considered especially fortunate that Mr. Krause will come to Rochester at this time. The method pur-sued in Cleveland in combating the smoke evil is in general that which the Chamber f Commerce has been in tayor of adop ing. This is a campaign of education, fol-owed by the passing of a city ordinance o warrant the belief that it will be en

Serious Problem in Cleveland. To abate the smoke nuisance in Cleve land was a much more serious problem than it should be in Rochester, for several than it should be in Rochester, for several reasons. In Cleveland not only is soft coal burned in the factories, but it is also used in the homes, in the furnaces and stoves. Being a lake port of considerable importance, the smoke produced by steamers, tugs, etc., and that arising from increased railway traffic due to the lakecarrying trade, must be taken into account.

An ordinance was passed in Cleveland,

An ordinance was passed in Cleveland, June 1, 1903, and was amended on December 21st of last year. It is "an ordinance to prevent the emission of dense black or gray smoke from smokestacks, chimneys,

The amended ordinance provides, in the first section, "That from and after the date of the passage of this ordinance the emission of dense black or gray smoke from any smokestack or chimney used in connection with any stationary engine, steam boiler or furnace of any description within the corporate limits of the city of steam boiler or furnace of any description within the corporate limits of the city of Cleveland, in any apartment house, office building, hotel, theater, place of public en-tertainment, school building, institution or in any building used as a factory or for the purpose of trade, or for any other purpose than that as a private residence, shall be deemed and is bereby declared to be a

Fines That May Be Imposed.

In case black or gray smoke is allowed In case black or gray smoke is allowed to come from the smokestacks of these buildings, the "owner, agent, lessee, occupant, or any other person in charge or control" of them "shall be deemed and held to be guilty of creating a public misance," and shall be fined not less than \$10 and not more than \$50 for the first offense, and for subsequent offenses not less than \$20 nor more than \$100. ess than \$20 nor more than \$100.

Among those specifically mentioned as responsible for the emission of black or gray smoke and subject to the fines are the "owner or owners of any locomotive oneign steambers." engine, steamboat, tug, dredge or pile driver, or the general manager, superin tendent, yardmaster or other officer or em ployee of any railroad, steamboat or other ompany having in charge or control the peration of any locomotive engine, steam-

It is also provided that boilers and furces are to be provided with such d naces are to be provided with such a such a vices as shall prevent the production of smoke. As a further precaution that the ordinance shall be enforceable, it is provided that every person having charge of the igniting, feed, stoking or attending to any such steam boiler or furnace shall do the work so as to prevent the produc-

The powers of the supervising engineer are defined by the ordinance.

The Fight Against the Smoke.

Rochester's campaign against the successfully last evening, owing to the well-laid plans of Clinton Rogers, president of the Chamber of Commerce, The meeting of the chamber was well attended, several very interesting speeches were made, and resolutions expressive of the opinion to which the business men of the city had come were adopted. These resolutions were to the effect that the time had arrived when steps should be taken for the abatement of the smoke nuisance; and that the president should appoint a committee to take charge of the matter. What the chamber mas is view, of course, is such legislation as will make the emission of dense clouds of smoke unlawful.

The supervising engineer of Cleveland told of the efforts that have been made recently to abate the smoke nuisance in that city; there are now 1,000 smoke less furnaces in operation, an increase of 150 per cent. in four years. He said that the policy was one of persuasion and argument, rather than persecution, but that a statutory measure was necessary to be invoked as a last resort. Experience, he sald, had demonstrated two things: first, that smoke can be prevented, and, second, that the prevention of smoke, that is to say a better combustion of coal, means a saving to the manufac-

ocen a thorough test, The speeches which created the greatest impression, however, were those made by F. A. Stecher and John H. Leathers, two residents of Rochester Mr. Stecher said that the removal of the lithographing establishment of which he is president, was made necessary because of the dense clouds of black smoke that ured from adjacent chimneys, and when the removal had been made he re-solved to test the smoke-consumers. He found, he said, that there had been a saving in fuel of 25 or 30 per cent.; that the consumers had been in operation three years and no repairs had been necessary, and that the amount of smoke had been reduced at least nine-tenths. Mr. Leathers, the engineer of the Powers buildings, said that the experiments he had made showed that there had been a saving of 17 per cent, in fuel, that the smoke-consumers would pay for them selves in three or four years, and that the production of smoke had been de creased 95 per cent.

President Rogers said that some per-sons had expressed the fear that an anti-smoke ordinance would prevent manufacturers from coming to Rochester. But where will they go to, h sked, for Syracuse, Buffalo, Detroit, Chicago, Milwaukee, Toronto, Cleveland, and other cities have legislation of this kind. But he pointed out that all the large factories recently established in this city and its suburbs had voluntaril put in smoke-consumers without any legal requirement, and had done so nomy's sake. He argued from this come to this city on this account and that it would not be a hardship for users of soft coal to instal a smokeonsumer when he would save money by doing so. Mr. Rogers suggested an orlinance requiring the installation of moke-consumers, and giving manufacturers from six months to a year to make the change. He sold that we not only want Rochester to be a good place of business but a clean, healthful, and delightful place to live in, and he thought that when the people of Rochester learn that all other cities throughout the lake region have such ordinance

they will not want this city to lag beproceedings of the Chamber of Commerce last evening because we regard the subject as one of the highest importance in this community, not to business men alone but to every man, woman, and child in the city. The dense clouds of black smoke pouring from countless chimneys, testify to the activity of Rechester manufacturers, but this smoke is not only a physical annoyance, and a

but represents a great waste of fuel. President Rogers of the Chamber of Commerce is entitled to the thanks of the community for his energetic action in this matter. Some one was needed to arouse public sentiment and start the ecessary machinery in motion. From this time on, it ought to be clear sailing It has been demonstrated that the smoke is a nuisance and a source of disease and that the smoke can be prevented with an actual saving of money to the nsumers of coal. This is certainly enough. It is to be hoped, therefore, that the necessary ordinance will soon be passed by the Common Council, and that we may look forward to the time when Rochester will be virtually a smokeless city.

cause of physical suffering and disease

Abate the Soft Coal Nuisance. Union + Advertiser - meh. 4.

coal in this city will be considered at a meeting of the Rochester Chamber of Commerce to be held in Assembly Hall on Monday evening. At the invitation of the Chamber Mr. John Krause, Supervising Engineer of the city of Cleveland, will give his experience in abating soft coal smoke in that city, Rev. Dr. William R. Taylor and Mr. F. A. Stecher will a short addresses, and Dr. George W Goler, Health Officer, will, with the aid of the stereopticon, show the effects of coal smoke on human lungs. There will be addresses by other physicians and by engineers of this city, who will give their views as to the necessity of abating the nuisance resulting from the use of soft coal. This nuisance is becoming almost intolerable, and it is high time effective measures were taken for abating

The Chamber of Commerce deserve the thanks of the people of Rochester for taking this matter up. It is to be hoped the Chamber will not drop it until the nulsance has been done away with.

turers. This official spoke of the work had opposed the installation of more than opposed the installation of more than the consumers, but who had become at help decreased as the advocates of them when there had been a thorough lost. restry, Added to Speakers-Banquet in Honor of T. B. Dunn.

Five prominent men instead of four, as was announced a few days ago, will speak to the annual dinner of the Chamber of Commerce, to be held in Colonial Hall Commerce, to be held in Colonial Hall Thursday night, March 16th. A letter was received yesterday by John M. Ives, seeratary of the chamber, from Secretary of Agriculture James S. Wilson, saying that Eugene E. Bruce, of the Department of Forestry, will speak at the Danquet on "Forestry." The other speakers are Captain Richard Pierson Hobson, Hon. John D. Kernan, of Utica; Rev. Thomas McClary, D. D., of Minneapolis, and Colonel Albert A. Pope, of New York city. An effort was made some time age to An effort was made some the have Secretary of Agriculture Wilson speak at the dinner, but he found that he would be unable to come here on that hight. It was then intended that one of night. It was then intended that one of Mr. Wilson's assistants, Gifford Pinchoi, should come, but Mr. Pinchot wrote a few days ago that he would not be able to fill the engagement. Because of the interest the Rochester Chamber of Commerce has the Rochester Chamber of Commerce mis-taken in the forestry question in this stary, the Secretary of Agriculture was desirous that he should be represented at the ban-quet, and the letter received yesterday said that Mr. Bruce would be present and speak. In speaking of the man he is send-ing, Mr. Wilson said:

"Mr. Bruce is in charge of the largest et been undertaken by the Bureau of and has been intimately ted with the bureau's work in the state

New York.
"I am delighted to know of the interest the Rochester Chamber of Commerce

of the Rochester Chamber of Commerce in forest matters, and I am particularly glad that Mr. Bruce is to have the op-ortunity of meeting you."

A departure is to be made in the seat-ing of the guests, which, it is believed, will meet with the approval of all. In stend of having long tables, as on former years, small tables that will seat four, six, ht and ten persons are to be used, which ill, undoubtedly, contribute. The decoraus of the hall and tables are to be of a ovel character. No expense is being pared to make the banquet one of the nost enjoyable in the history of the cham-

The banquet this year is for Thomas B. Dunn, president of the chamber, and in recognition of his services it was desired that it should be quite equal to former The fact that five competent speakones, have been obtained is, therefore, a matter of congratulation. Since the num-ber of those who can attend the banquet is necessarily limited, those who desire to

one present should send in their tickets of application at once. The opportunity of hearing Cantain Hobson is one that will not carelessly be passed by. Captain Hobson has become as well known as an orator as he is for his feat of sinking the Merrimac. Rev. Thomas Clary, D. D., will supply

Rev. Thomas Clary, D. D., will supply a welcome element in the evening's entertainment. He is said to remind his audience forcibly of the late Sol Smith Russell, the actor, and to have the same power to stir the humorous and pathetic feelings. The other speakers are fully able to present those subjects they have chosen to speak upon, and of which they are close codents.

RESULTS ARE GOOD

Other Cities Wage Winning Fights Against Soft Coal.

SMOKE ORDINANCE POPULAR Hersel ywork Y'OV Many Citizens of West and Middle West Have Done Much To Abate Smoke Nuisance and Demonstrated That Less Smoke Produces More

Profit. At the meeting of the Chamber of Commerce to be held Monday night a number of experts are to be present to ell what has been accomplished in other communities in the effort to do away with the soft coal smoke nuisance. The question will not only be discussed from an economic standpoint, but its effects on the human lungs will be shown by Health Officer Goler. Most of the cities in the West where soft coal is used have amoke ordinances, and the municipal au-thorities have been very successful in their efforts to reduce to a minimum the quantity of coal dust thrown out from the chimneys of manufacturing plant

There are several hundred aut stokers in use in various cities of the Middle West, and these, it is said, have all cases paid for themselves in the first year, and after that all the saving that has resulted from their use has been clear gain to the owner. There are several different makes in favor, of which the respective manufacturers urge various advantages, and one of them esults as to other boilers.

There are 200 or more of these automatic stokers in use in Detroit and nearly as many more in Toronto. Buffalo has a smoke ordinance which is found to be which has been too long toler and in this productive of good results, as have Cleveland, Chicago and a number of other cities in the West and Middle West. In Rochester a number of the larger

admed that any kind of a plant, and under favorable conditions this can be greatly increased. In no case where the stokers are in use, it is claimed, is there are the efficiency, but, on the any decrease in efficiency, but, on the contrary, the resulting economy in fuel ciable increase in the efficiency of

the plant.
The Bausch & Lomb company, the
Pfaudler company, the Stromberg-Carlson company and a number of others
have the automatic stokers, and it is
said they are giving good results in each
instance. One concern is reported to
have said it could effect a saving of
something like \$9,000 on the annual fuel
bill of the Rochester Rallway Company
by autiting in one of its stokers. Not only by putting in one of its stokers. Not only are they in use in some of the biggest nanufacturing plants in the city, but hey have been put into some of the big ffice buildings of the city. The Powers building is equipped with them, as is the Cutler building and the big Sibley, Lindav & Curr store.

say & Curr store.

President Rogers of the Chamber of Commerce is making further investigations on the subject and has written to number of cities to learn just how their smoke ordinances were working. Invitations have been extended to many people to attend the meeting of the Chamber of Commerce Monday night. There will be a thorough discussion of the smoke question from every stand-

It is reported that a number of marine and locomotive bollers near Detroit are being equipped with the smoke consumers, and the results of the experi-ments which are to be made are awaited with no little interest. The stokers will be tested under every conceivable condition, and it is expected there will be

The Smoke Nulsance.
Important meeting of the Chamber of Commerce will be held this evening to consider the question of the smoke nuisance in Rochester. Addresses will be made by several men who have had practical experience with smoke consumers, and an effort will be made to demonstrate two important facts: first, that the smoke arising from the imperfeet combustion of soft coal is injurious to health and a source of general dis omfort and damage, and, second, that is quite possible to burn soft coal so as to prevent any smoke at all, and that,

too, to the financial benefit of the man-

Hitherto efforts to prevent the danger and loss arising from the smoke of soft coal have failed because it seemed that the result would be to drive manufacturers from the city, which is the one thing we all want to avoid. But there now ems every reason to believe that the smoke nuisance can be abated without the slightest financial loss to the con sumers of soft coal. Indeed, in t opinion of many experts, it is poss further than this and say that the ise of modern mechanical stokers may compelled by legislation and will result in a positive saving of fuel to the nanufacturers of the city.

Some of the larger business establish ents have installed smoke cons mechanical stokers of their own vol ion and practically no smoke at all nov ssues from their chimneys, and careful tests show that they have made an im portant saving in fuel. If this be so, the time has come, it seems to us, compel the general introduction of smoke onsumers, for a benefit, rather than an njury, will be done to the manufactur ng interests, while to the inhabitants of he city at large the benefit will be enor

TO FIGHT THE SMOKE NUISANCE.

A matter of very great interest to the itizens of Rochester is to be taken up

y the Chamber of Commerce to-morrow evening at a meeting in its Assembly Hall. The subject to be discussed is the smoke isance and how to abate it. This is a problem of much seriousness and many

perplexities. It is highly important to public cleanliness and health. Its solution is an imperative necessity. At the meeting to-morrow evening exlated, and views exchanged. The proceed ings, it will be seen, will claim the atten

The officers of the Chamber of Comnerce invite a full attendance. They say: "Come yourself and invite a friend. Let the hall be crowded." This organization has been a continuous and effective promoter of Rochester's business and social welfare, and has now decided to move in a tield of usefulness where efficient service is demanded. It must, of course, have public support in this laudable endeavor. Everybody should rally around the Chamgoes so far as to state that his stoker can be adapted to marine and locomotive bollers with nearly, if not quite, as good from soft coal.

tty. The Chumber of Commerce meetthe and - Hoch Here 3/6/

ance in Rochester. Addresses wi made by several men who have had ctical experience with smoke cor onstrate two important facts: first cot combustion of soft coal is injurious comfort and damage, and, second, that is quite possible to burn soft coal its to prevent any smoke at all, and that loo, to the financial benefit of the mar

Hitherto efforts to prevent the danger coal have failed because it seemed that the result would be to drive manufacturers from the city, which is the one thing we all want to avoid. But there now seems every reason to believe that the smoke nulsance can be abated without the slightest financial loss to the con oblition of many experts, it is possible to to further than this and say that the ose of modern mechanical stokers may compelled by legislation and will re will in a positive saving of fuel to the mamufacturers of the city.

ments have installed smoke consumers tion and practically no smoke at all nov tests show that they have made an Important saving in fuel. If this be so the time has come, it seems to us, to compet the general introduction of smoke onsumers, for a benefit, rather than an ng interests, while to the inhabitants of the city at large the benefit will be end mous. Etnio Post Express, 3/6/05

The Smoke Nulsance,

The Rochester Chamber of Commerce a to hold a meeting this evening to dis erest-the soft coal smoke evil. From innouncements that have been made as to the scope and intent of the meeting it ecos probable that Rochester business men are to be given opportunity to acquaint themselves with what actual progress has been made by other cities toward the abatement of this nuisance. One of the speakers will be John Krause, superivising engineer of the city of Cleveland, who will give his experience in abating the smoke nuisance in that city. Dr. George W. Goler will give an address in which stereopticon views will be used to show the effect of coal smoke n the human lungs. Other speakers will include Rev. Dr. William R. Taylor, F. A. Stecher, Dr. Richard M. Moore, Dr. Charles R. Sumner, Mr. Miller, for Ofteen years chief engineer of the Board f Education of this city, George Vinton ing John H. Leathers. The last three named will give the results of personal xperiments in overcoming the smoke vil in soft coat combustion.

This is a subject on which the city of tochester ought, by this time, to be in position to give Instruction rather than receive it. That the contrary I gressiveness. Much can be done to re over lost ground, however; and it i gratifying o find the Chamber of Commerce directing its energies to the dissemination of much needed light on this subject, in the interest of better general information of the public. The best semination of much needed light on this argument for cleanlier methods of soft coal combustion, of course, is the claim, now pretty thoroughly established as fact, that to burn bituminous fuel without smoke is to save coal and save money. It has been scientifically and practically demonstrated that the vast clouds of black smoke emitted by chimneys above soft coal fires represent at actual loss of fuel, an unnecessary waste or heat energy, on the part of the con-

To convince the majority of soft coal missimers of this fact is practically to was the shrewd business man would cather burn his coal without smoke, i moreby he can cut down his coat bills ach a meeting as that to be held by Chamber of Commerce this evening ment to attract the sensible, wideawake mathiess men of the city who are large memmers of soft coal. The class such meeting will neither reach nor inter -the slow, unprogressive and shiftles be reached in another way; by mana of a strict ordinance rigidly enused. It is to be hoped that the speakembled by the Chamber of Comwill so convincingly present their suments to-night as to create a genat public movement against the smoke sance and to stimulate a popular defor an ordinance abolishing the What other cities have done along e lines Rochester can do. The soft ENEMIES OF SOFT COAL SMOKE HOPE FOR RESULTS SOON

President Rogers Arranges for Addresses on the Subject at Tonight's Chamber of Commerce Meeting. Manufacturers Are Co-operating.

Times, march 6, 190% id other people seems to be ripe i of Commerce, and the prime me add experience no great difficulty

reeing berself from the smoke nu egion as far east us Syramise and an or west as Milwanken loss an ordin-nce against thin eyll, and in every inseen abased in these places, where a

he few who objected did so only beuse of the temperarily extra expense onstiming devices.
The sentimete of the public is almost

manumously against the soft cost mode. Hundreds of men and women save stopped Mr. Bogors on the street preciation of his efforts against this train. The complete program for tolebt's meeting is as follows

perience in abating soft coal smoke in Rev. Dr. William R. Taylor and F. A. Dr. George W. Goler, health officer,

on longs. Dr. Richard M. Moore and Dr. Charles

Summer will speak.

Mr. Miller, who was for 15 years clief ngineer for the Board of Education of is city; George Vinton, chief engineer Sibley, Lindsey & Curr's new plant and John H. Leathern, chief engineer it the Powers buildings, will give per-

the case is an evidence of lack of pro- ROCHESTER HERALD.

MARCH 7, 1905,

Big Meeting at Chamber of Commerce Last Evening.

MUST BE ABATED

That Was the Concensus of Opinion as Expressed by Resolution.

HEALTH AND ECONOMY MAY BE ACCOMPLISHED

Resolved, That it is the sentiment of this meeting that the time has com-when active steps should be taken for the in this city; be it further

"Resolved, That the president of the Chamber of Commerce appoint at his. discretion a committee watch shall take

charge of this matter and continue to follow it up until some solution has been

reached." the above resolutions were unanimously adopted last night at the close of the largely attended meeting in the Chamber incree, of numbers of that body and others interested in the subject men

It was \$:30 o'clock when the meeting was called to order by President Rogers, there being about 250 persons present which number was considerably increased within the next half hour. The first speal er introduced by the president was Rev. Dr. William R. Taylor, who dwelf upon lassed as refuse, just as garbage, or sewage, or ashes.

"Vaporous Filth."

thin, and is so easily taken care of by Nature's great pneumatic process that it is a negligible quantity. But other smoke s dense and heavy, and filled with par everything on which they rest, causing noney loss and injury to health. If he decent man would nour solld or liquid refuse upon his neighbor's property, why should be feel at liberty to pour this

vaporous filth upon him? "Think of the damage to books, clothng, pictures, wallpaper, curtains and furnishings and all sorts of goods in our houses, offices and shops. Think of the extra toll imposed upon thousands of women whose self-respect forces them into the everlasting and discou children clean. Think of the demoralizing and degrading effect upon hor where the wives and mothers give up the struggle and reconcile themselves to liing in the dirt and smut. Fresh air as sunshine, I am sure, we all agree counting as among the very best of all God's natural gifts. What a wrong to sollute the one and darken the other as we do with our miserable smoke!"

Object Lessons by Dr. Goler.

Dr. George W. Goler, health officer, gave a ten minute talk, illustrated with reopticon pictures, of the purity of the mosphere in the mountains and at the seashore, and its density and fifth in the stages of disease, such as tuberculosis luted air. Most startling were the maps exhibited, showing the deaths from these diseases in Rochester in the smoke-affected districts-4,000 deaths having occurred in Rochester from tuberculosis alone, within 12 years. There was a striking decrease in this disease in 1962. the year of the great coal strike, when there was comparatively little smoke and a tremendous increase ever since which is growing steadily all the time, Dr. Goler was followed by Dr. Richard diseases are very insidious. If we were to drink water that we knew to be as polluted as the air we breathe, there would be a great outery; yet one is as necessary as the other for health. What Dr. Goler has shown you is undoubted smoke in the air. And it costs us more to take care of these sick persons—for they are most of them poor people—than would to get rid of the nuls. been an ever growing evil in this cit and has made Rochester almost as bad

as the notorious Pittsburg." Cleveland's Experience.

Dr. Moore was followed by John Krause, supervising engineer of the city of Cleveland, who said in part abatement has been agitated for years, but it is only within the last for years that any definite progress has been made. About four years ago the Munichpar Association, a body of public spirited citizens of both parties, appointed a committee to investigate the subject of smoke prevention. This committee final-ly came to the conclusion that what was needed was a campaign of education rather than of prosecution. "A law was drafted which was passed

by the Legislature, providing that own-ers of steam boiler plants should be made responsible for such construction

engineer or fireman should sponsible for the proper care such apparatus; also for the appoint of a supervising engineer of abatement by the Mayor, with a

Means Saving of Dollars,

After detailing the excellent work done! Experience has shown two things: First, that smoke can be prevented sec-ond, that the prevention of smoke means ond, that the prevention of smoke means dollars saved to the owner. Careful tests made by experienced men in the conday of large manufacturing concerns in Cleveland show that a saving of from 16 to 25 per cont has been effected by the use of smokelers furnaces. This saving can be traced to two principal causes, the uniform supply of coal, combined with a uniform supply of coal, combined with a uniform supply of coal, with a uniform supply of coal, combined with a uniform supply of air, giving a practically perfect combustion at all times, while the absence of soot on the heating surface of the holler gives a high rate of evaporation and correspondingly helps officially.

"In order to be successful in rocker, ter you must first have statutory as well as municipal legislation making the emission of dense smoke a inisdemeanor, emission of dense smoke a linear terms. have men to superintend this work was are familiar with all the successful devices in use for the abatement of smoke, and they should be willing to give their advice freely in determining the particuadvice freely in determining the particular needs of each plant. The members of the Chamber of Commerce should be prepared to take the initiative in complying with requests made by your inspectors and should give thom active support in carrying out this reform."

F. A. Stecher of the Steiner Lithographing Company, who said he had been a user of steam for thirty years, told of the saving he had effected in his business by the use of automatic stokers.

usiness by the use of automatic stokers least 25 or 30 per cent for the last three

Similar Testimony.

President Rogers then said that he had bren given similar testimony from J. A. Stevarr in relation to the etokers in use at Mechanics institute, and from A. J. Townson of Sibley, Lindsay & Curr in regard to the plant at their new estab-

Mr. Landen, agsistant engineer of the Mr. Landen, assistant engineer of the Stromberg-Carlson company, gave similar testimony in regard to the automatic stokers used in four 150 horse power believs at that place. "There is absolutely nothing of combustible matter left—no coke, no carbon," said he.

Mr. Miller of Miller & McIntyre, who for fifteen years was gibed autimore of

Mr. Miller of Miller & McIntyre, who for fifteen years was chief engineer of the Rochester Board of Education, told of the saving effected at the High School after the introduction of a similar system. He also called attention to the manufacture of a smoke consumer which can be utilized in places where the installation of automatic stokers would not be an economy.

William C. Barry of the seminater of the form

wallor & Barry made a short speech, strongly in favor of making Rochester as beautiful as possible and as prosperous as possible. He said that when this matter was first brought up, several years ago, manifecturers and others were under the impression that years ago, manufacturers and others were under the impression that the abatement of the smoke missance would be a most expensive matter. "But I believe we are in possession of new information on this now," said be, "and that it is practically certain that the consumption of smoke can be accomplished with actual economy."

Chief Engineer Leathers of Powers building told about the automatic stokers in use there and read test figures which showed that their operation had resulted in a large saving since their introduction.

President Regers than added the

President Ropers then addressed the meeting. He said: meeting. He said:

"I stated in my short inaugural address two mouths ago that I would not recommend the Chamber of Commerce to take any action that would be injurious to the business interests of Rechester, but if the time had come when the soft coal nuisance could be absated without injury to the business interests of the city, it would be a great boon to all of its citteens. I stand by that statement to-day. Since that time, I have made a careful study of the different smoke consumers now in use and the cenditions of our city, and have made up my mind that the time has come, and I think you will agree with me, and I think you will agree with after hearing what has been said here

"I do not expect the smoke can all be but a large proportion of it ought to be done away with in that time. If every in six months or even in a year, user of soft coal will examine into the different devices for absting smoke and select the one best adapted to his plant, he will be convinced that he has the double inducement of self interest and civic pride for placing it there.

A Matter of Economy.

"I submit to this chamber: Is it ; hardship for users of soft coal to be re-quired to put in some kind or smoke consumers, when they can at once save oney by so doing. A few people think that a smoke ordinance would prevent manufacturers from coming here. All the large factories established here and in the suburbs within the last three years, have voluntarily put in these consumers for economy's sake. It seems to me that that fact is the best evidence that it will not injuriously affect man-ufacturers. Nearly all cities have smoke

"I have a glass here which is nearly half full of black soot taken from one

window sill of a doctor's office which was collected on that sill in a single day. We have had no snow for a week or more till Saturday morning last and when the large piles of snow that had been shoveled from the sidewalks were partially covered with fresh snow, the old snow had in comparison more the appearance of piles of coal than of snow. Other people have noticed this same condition.

Won't Drive Manufacturers Away.

"Now, if any object to an ordinance being passed because they fear it will drive away manufacturers, the answer is: Where will they go to? Syracuse. is: Where will they go to? Syracase. Buffalo, Cleveland, Detroit, Chicaso, Milwaukee and Toronto all have such ordinances. I have a copy of the Syracuse, Buffalo, Detroit, Toronto and Cleveland ordinances. One would naturally think that any one using soft coal would be willing to put in at least one of the devices that costs from \$125. coal would be willing to put in at least one of the devices that costs from \$125 to \$200 without an ordinance being passed, even though he did not expect passed, even though he did not expect to save fuel by doing so. I think a good many would, but I think more would not. That is the sentiment of nearly all the business men I have talked with. Manufacturers are not the only ones that make black smoke by any means, many blacks upartment houses and stores are apartment houses and stores are blocks, apartment hous heated with soft coal.

Rochester Behind Other Cities.

'I spoke to a gentleman the other day, whom I know very well, and who owns whom I know very wet, and who was a large apartment house, about using soft coal. His reply was I plend guilty and when an ordinance is passed making all either to put in a smoke consumer or burn hard coal. I will willingly obey it. The little saved by such parties is

a mere bagatelle compared to the damage done to the community at large.
"If an ordinance were passed, giving plenty of time to have their plants inplenty of time to have their plants in-stalled, say six or nine months, possibly a year (one ordinance I read gave only six months) I think there would be but little opposition to it. When our people learn that all other cities throughout the lake region have such ordinances, they cannot expect Rochester to be behind all others in advocating a measure that makes for the health, comfort and

beauty of our city.

"We not only want Rochester to be a good place for business, but we also want it to be a clean, healthy and delightful place to reside in."

Hundreds of Letters.

President Rogers called attention to be fact that he is in receipt of hundreds of letters showing the success and saying effected by the use of automatic ing effected by the use of automatic stokers and smoke consumers in many cities, including Chicago, Kansas City, Buffalo, Lockport, Detroit, Akron, Ohio, Johnstown, Pa., Pittsburg and others, He read one of these from Lucien W., Robinson, manager of the Buffalo, Rochester & Pittsburg Coal and Iron Company.

It was then that Mr. Mathews offered the resolutions noted at the beginning of this article. After their adoption, the meeting adjourned to another room, where luncheon was served,

presented.

The motions to the effect that definite

DEMOCRAT AND CHRONICLE, TUESDAY, MARCH 7, 1905.

WILL WORK TO LESSEN SMOKE

UNANIMOUS DECISION OF CHAMBER OF COMMERCE.

DECIDES IT IS TIME TO ACT

Large and Representative Attendance at Meeting of Corporation-Mass of Testimony Affirming Economy of Smoke-Consuming Appliances to

That the time has come when steps should be taken to bring about the abatement of the smoke nuisance in the city was the opinion formally expressed by unanimous vote by the corporation of the Chamber of Commerce last night, and upon motion it was decided that a committee should be appointed to work for the accomplishment of this object until a solution of the question should be reached.

The meeting was a large one; there were a number of speakers, and all spoke strongly in favor of the use of devices for the prevention of smoke. A mass of testimony was presented, to show that sfokers and other appliances would practically prevent the production of smoke, that they could be installed in any plant and that their use was a positive gain to manufacturers and others.

The speakers were Rev. William R. Taylor, D. D., of Brick Presbyterian Church; Dr. George W. Goler, health of ficer; Dr. Richard M. Moore; John Krause, supervising engineer of the city of Cleveland; F. A. Stecher, president appoint at his convenience a committee that shall take charge of the matter and take that shall take charge of the matter and take that shall take charge of the matter and take that shall take charge of the matter and shall continue to follow it up until some solution has been mad and spoul some solution has been made and smile that shall take charge of the matter and shall custure to follow it up until some solution has been made of shall continue to follow it up until some solution has been made of shall continue to follow it up until some solution has been made and smiles. These matters are desched.

Dr. Taylor, who was the first speaker, sand, in part.

"One of the first and most important throwing stones at one another. We are discussing what Thomas W. Law, son, of Boston, would call a "gystem, that they could be installed in any plant and that their use was a positive gain to manufacturers and others.

The speakers were Rev. William R. Taylor, D. D., of Brick Presbyterian that shall take charge of the matter and take that sha

supervising engineer of the city of Cleveland; F. A. Stecher, president of the Stecher Lithograph Company; John H. Leathers, chief engineer in the Powers building; Mr. Millier, who was for fifteen years chief engineer for the Board of Education; S. S. Landon, assistant mechanical engineer at the factory of the Stromberg-Carlson Telephone Manufacturing Company; William C. Barry, and Clinton Rogers, president of the chamber.

Representative Meeting.

The meeting was represented and keen interest was manifested. It was 10:40 o'clock before adjournment for lanckeon as taken. All who were interested in the



The rain drops down in summer time, In winter days we wade in snow; But stifling, smudgy, snoty smoke Follows all the year where'er we go.

away with the nuisance. What big sums

the better and the encaper it will be for all of us in the end.

From the standpoint of respectability said the speaker, the municipal house-keeping should be decent.

Health Officer's Views.

The motions to the effect that definite action be taken were made by Robert Mathews, of Mathews & Boucher, and were unanimously carried. They were:

Let it be the sense of the meeting that the time has come when active steps should be taken for the abatement of the coal smoke anisance. me has come agent of the coar agent of the coar agent of the abatement of the coar agent of the meeting that the adisance. Let it be the sense of the meeting that the contrasted conditions in the country interested appoint at his convenience a compression of abating coal smose, and shall continue to follow it up until some solution has been follow it up until some solution has been graphically shown. The effect of smoke graphically shown. The effect of smoke graphically shown, this was a factor the pulmonary tissues was shown. graphically shown upon the pulmonary tissues was shown and the extent to which this was a factor was the first speaker, t and most important ision is to depersonalize matter over we are not leaves estatements was furnished by the smoke evil, said Dr. Goler. Proof of the smoke evil, said Dr. Goler. Proof of the smoke evil and Dr. Goler. Proof of the smoke evil and Dr. Goler.

peaker, who said, in part;
"The self-respect that comes from clean-ness ought to give a higher moral tone the great mass of the people who are to the great mass of the community. Man-ifestly, if they are not aided in being clean, they will be less moral, for cleanliness and morals are closely allied. If smoke makes dirty persons, dirty clothing and lowers the moral tone of the people, it also makes possible many diseases, and the diseases it makes are the two chief diseases of

ur citizens, tuberculosis and pneumonii
"The men who contract tuberculosi n dust and smoke and soot, who liv in the smoke area, live in tenements where two or three sleep in a room, and where after a little while they look as the where after a little while they look as the man in the picture looks, when his tubercules is almost done. The man was once a little boy, but he lived in a shadow, and the shadow was the pall of dust and soot and smoke that overhangs us."

Dr. Moore spoke briefly, corroborating statements made by Dr. Goler. Diseases is statements made by Dr. Goler, Diseases is caused by the spoke in the air, he said,

sed by the smoke in the air, he said, was a great expense upon the public. It

would be cheaper, and much wiser, said Dr. Moore, to remove the cause of these

What Cleveland Has Done.

The address by Supervising Enginee. Krause, of Cleveland, was of especial in terest; it showed a comprehensive knowl-edge of methods of bringing about an abatement of the smoke nuisance and of the appliances used.
"In Cleveland," said Mr. Krause, "this

subject has been agitated for twenty years, but it is only within the last four years that any definite progress has been Improvement in conditions in Cleveland,

aid Mr. Krause, had been brought about through a campaign of education and per-suasion, with the support to be derived from municipal and state measures.

Experience has shown two things. said the speaker: First, that smoke can be prevented, and, second, that the pre-vention of smoke means dollars and cents o the owner. The saving which res to the owner. The saving which results from perfect combustion is not a matter of theory, but of every-day experiment. Careful tests made by experienced men in the employ of large manufacturing concerns of Cleveland have shown that a saving of from 10 to 25 per cent, is effected by the use of smokeless furnaces."

After describing the methods briefly,

Mr. Krause continued:
"The progress made by following these

methods is best shown by the fact that at the present time there are over 1,000 smokeless furnaces in operation (in Cleve-land) as compared with 400 when this department (formed to work for the abatemprovements are not entirely due to the efforts of this department, still is it also true that the stendy and constant pressur has had its effect.

Law is Necessary.

"Our policy has been one of persuas and argument rather than persecution, hu it is nevertheless necessary to have th law back of you in cases where argu-

ment has failed to have its effect.
"In order to be successful in Rochester, you must first have statutory as well as municipal legislation, making the emission of dense smoke a misdemeanor and pun ishable by a fine. Next you must have men to supervise this work who are famil iar with all the successful devices in use ly in determining the particular needs of each plant. The members of the Chambe of Commerce should be prepared to take the initiative in complying with requests made by your inspectors and should give them active support in carrying out this re-Mr. Krause spoke of cases where manfor a time. A number of letters from for a time. A number of letters from manufacturers, testifying to the saving made by the use of smoke-consuming appliances, were read by Mr. Krause. He had in his possession, he said, at least 150 similar terms.

Stecher Company's Experience.

F. A. Stecher told of the causes that had led to his firm's instailing stok-ers. It had been necessary, he said, for his firm to move from St. Paul street, hecause of the injury to lithographing ma-terials, due to the dense smoke of the district in which the factory was located. e new factory, he said, smok

"Our saving in fuel has been at least per cent.," said Mr. Stecher "We have had our appliances three years, and have had no repairs, and they don't seem to need any now. When they are inged right we do not have a bir smoke. The amount of smoke produced is reduced at least nine-tenths. I wouldn't go back to the old method,"

John H. Leathers told of the working stokers in the Powers building and oiel. Tests had shown, he said, that there and been a gain through the use of under feed stokers of 11 per cent, in evaporation and in fuel of over 17 per cent. He es-timated that the production of smoke but en reduced by 95 per cent. The stoke said he, should pay for themselves in from three to five years. Mr. Landon and Mr.

William C. Barry spoke briefly, expres ing the hope that all reasonable measure would be taken to keep Rochester a beauti ful city. The question of abating the smoke

Views of President Rogers.

President Rogers, of the chamber, se will his views in these words: "I stated in my short inaugural address two months ago that I would not recon ment the Chamber of Commerce to tak sess interests of Rochester, but if the time had come when the soft-coal smol use could be abated without injury e business interests of the city, it would a great boon to all of its citizens. I that statement to-day, Sin that time I have made a careful study of the different smoke consumers now in use and the conditions of our city, and have made up my mind that the time has com and I think you will agree with me, after hearing what has been said here to-nigh I do not expect the smoke can all be abated in six months or even in a year, bu a large portion of it ought to be done awa a large portion of it ought to be done away with in that time. If every user of soft coal will examine into the different devices for abating smoke and select the one best adapted to his plant, he will be convinced that he has the double inducement of sell interest and civic pride for placing in

there.
"I submit to this chamber. It is hardship for users of soft coal to be required to put in some kind of smoke con somer, when they can at once save t by so doing? A few people think that smoke ordinance would prevent manufact urers from coming here. All the large factories established here and in the suburbs within the last three years have voluntarily put in these consumers for economy's sake. It seems to me that that fact is the best evidence that it will not injuriously affect manufacturers. Nearly all cities have smoke ordinances.

Many Cities Have Ordinances. "Now, if any object to an ordinance

will they go? Syracuse, Buffalo, Cleveland, Detroit, Chicago, Milwaukee and Toronto all have such ordinances. I have a cof the Syracuse, Buffalo, Detroit, and Cleveland ordinances. One wou naturally think that any one using so coal would be willing to put in at lea one of the devices that costs from \$125 \$200 without an ordinance being passe en if he did not expect to say by doing so. I think a good many won but I think more would not. That is the sentiment of nearly all the business men I have talked with. Manufacturers are not the only ones that make black smoke by any means. Many blocks, apartment louses and stores are heated with soft

"I spoke to a gentleman the other day, whom I know very well, and who owns a large apartment house, about using soft coal. His reply was, 'I plead guilty, and when an ordinance is passed making all either to put in a smoke consumer or burn hard coal I will willingly obey it.' The tile saved by such persons is a mere

"If an ordinance were passed, giving denty of time to have their plants a year (one ordinance I rend gave only months) I think there would be but lettle opposition to it. When our people learn that all other cities throughout the lake region have such ordinances, they anot expect Rochester to be behind at others in advocating a measure that makes for the health, comfort and beauty of our We not only want Rochester to be a

d place for business, but we also want to be a clean, healthful and delightful ir. Rogers read a number of letters in large companies that were using stok-with excellent results, and gave fig-to show that there were many of our used in cities in this and other Rogers read a number of lette

After Mr. Mathews had made motion the effect that the chamber act in about g the smoke nuisance, two men inter g the smoke nuisance, two men inter ted in plants that have small furnace loke against action, on the ground the pullances could not be profitably justalled small plants. Both Mr. Kranse and Mr ogers assured these men that cheap de Rochester Chamber of Commerce.

A regular meeting of the Corporation will take place

in Assembly Hall. Monday, March 6, 1905, at 8 p. m.,

to take into consideration the question of smoke from soft

Mr. JOHN KRAUSE, Supervising Engineer of the city of Cleveland will give his experience in abating soft coal smoke in that city.

Rev. Dr. WM. R. TAYLOR and Mr. F. A. STECHER will make short addresses.

Dr. GEORGE W. GOLER, health officer, will, with the aid of the stereopticon, show the effects of coal smoke on human

Dr. RICHARD M. MOORE and Dr. CHARLES R. SUM-NER will speak.

Mr. MILLER, who was for fifteen years Chief Engineer for the Board of Education of this city: Mr. GEORGE VINTON. Chief Engineer at Sibley, Lindsay & Curr's new plant and Mr. JOHN H. LEATHERS, Chief Engineer at the Powers Buildings will give personal experiences.

Other citizens will also speak. Please come yourself and ask a friend. Let the hall be crowded.

At the close of the meeting luncheon will be served

CLINTON ROGERS

JOHN M. IVES. Secretary.

Rochester, N. Y., March 3, 1905.

To Abate the Smoke Najsance.

of the Chamber of Commerce of this city to obtain an abatement of the soft coal smoke nuisance, meets with much encouragement: Mr. Rogers is conducting something which fits the hackneyed phrase "a campaign of education." He has undertaken to convince the manufacturers that soft coal can be burned with practically no smoke and with much less waste by the employment of a comparatively simple mechanical contrivance. At the same time, the general public is being reminded of the tax which soft coal smoke imposes in the form of painters' bills, laundry bills, tallors' bills and the like. And the physicians are made to bear witness to the injuries to comfort and health suffered by all who breathe the tainied and unhealthful air of a smoky city.

Mr. Rogers set out to accomplish this

reform through the medium of an agita-

tion by the Chamber of Commerce. To

most people familiar with the history of that organization, this will seem much like outting wood with an edgeless axe, The Chamber of Commerce has so long existed in a somnolent, semi-conscious ondition, that its occasional manifestations of public interest have come to recoive much the same amused attention that is given to the aimless movements of a somnambullst. Mr. Rogers, however, lately chosen to be president of that remarkable body, takes his position and his organization very seriously, and

ought to have a more necessary relation to Rochester life than the furnishing of an annual dinner table and the patient endurance of three or tour hours of more or less irrelevant speechanking. He has, therefore, turned to the cleaning and beautifying of Rochester, as a mission near at hand, and closely related to the increase of the attractiveness of this city to those who might come here to dwell and to do business.

Already considerable progress has been made in convincing the public that soft coal amoke not only is not a necessary obcomitant of prosperity in a manufacturing town, but that it means an actual waste of fuel and a serious menace to health. Many manufacturers who had been skeptical of the practicability of a smoke consumer, have been converted. Some of these, having put the appliance into use, are testifying to the economy

which has thus been effected. Public interes; in the elimination of the smoke misance purely as a measure of public health has been awakened and is not be-

ing permitted to flag. We speak of this agitation as being largely due to the energy and public spirit of Mr. Rogers, who acts in this matter as president of the Chamber of Commerce. It is a pleasure to do this, not only because this acknowledgment is deserved, but because the fact thus acknowledged is a viodication of what has frequently been said in these columnsthat even the Rochester Chamber of Commerce could become a useful thing someone in it could be made to

BUSINESS MEN AND THE SMOKE NUISANCE

ousiness men of Rochester read the D eport in the Democrat and Chronicle 'uesday's issue of the large and imports neeting of the Chamber of Commer-Monday evening to consider the smoke evi n this city.

The speeches made on this occasion ere wise, conservative, conciliatory and structive. They showed that the tro causing so much complaint is not, a iany suppose, irremediable; that some fatories in Rochester and many in other arge cities have attacked successfully th smoke fiend and vanquished it. The logic of that fact, briefly presented, is that what some are doing all can do. It was shown, further, that the first cost of is not so treat as the public has been led to believe it to be, while the operation of such apparatus is so economica that the first cost is saved in the course of two or three years. It was further declared that low-priced devices for small plants are in the market, and the smoke evil can be remedied in them as well as in large establishments Rev. Dr. William R. Taylor's argument

presented some new phases bearing upon the correction of this nuisance. Dr. Taylor deprecated any harshness of judgment upon those was may not immediately fall into line with this reform; but he held just as willing to tax themselves for abolishing "the filthy and destructive refuse now spread out upon the community from the foul mouths of hundreds of chimneys" as they are to pay the taxes imposed for sewers and garbage collection.

Dr. Goler's stereopticon views and his statements regarding the effects of large

mosphere npon showed what that done to get rid of and how it F. A. Stecher, of the satisfactory experience of mechanical stoker, showing that the saving in fuel amounted to from 25 to 30 per cent. The testimony of others was in line with these views and facts, and President Rogers clinched it with an argument and an array of proofs that must convince the most skeptical of both the need and the practicability of the reform.

There should be no serious opposition to the reasonable plan of campaign outlined at Monday night's meeting. The body of citizens specially concerned in this matter is composed of intelligent, enterprising and public spirited men. They are amenable to reason and to economic considerations. They have more than any other class at stake in the beauty, healthfulness and prosperity of Rochester, for they are concerned not only as individuals and heads of families, but as large taxpayers and employers of thousands whose health is of vital consequence to their business interests. A wise, reasonable, tactful appeal to this body of citizens in behalf of such a movement cannot fail to taget with a cordial response from the

great majority.

The smoke evil is obvious to every observing resident. The dense volume of scory, dealing stuff pouring from hundreds, of chimneys in the very heart of the city is discreditable and humiliating to every citizen in any wise responsible for it who hus a spark of civic pride and is loyal to the best interests of Rochester. It is destructive of health, damaging to properry, unclean, wasteful and every way per-

PLANS FOR BIG DINNER.

Seventeenth Annual Banquet of Chamber of Commerce Next Thursday. the official programme for the south annual dinner of the Rock

teenth annual dinner of the Rochester Chamber of Commerce, to be held at Colonial Hall next Thursday evening, has been issued. The promise is given that the dinner will equal any previous banquet and maintain the high standard of the past the past, Horace McGuire, Deputy State Attor-Horace McGuire, Deputy State Attor-ney General, will act as toastmaster, and Mayor James G. Cutler will extend a welcome to the visiting guests, More than half the tickets have already been sold and it behooves those desiring seats to forward their application immediate.

so and it behaves those desiring seater to forward their application immediately, as the capacity of the hall, owing to the use of small tables, will be less than the use of small tables, will be less than im previous years. Tables will be pro-vided, scating parties of four, six, eight, twelve and fourteen, thus contributing materially to socialbility and good fel-

lowship.

The decorations will be in green and white and the most elaborate ever shown at a Chamber of Commerce dinner in Rochester, The walls will be covered with wild smilax from the South. The speakers table will be lighted by electric lights, hidden in mounds of flowers and greens.

This is the completed toast list: Captain Richmond Pearson Hobson, "America, the Feacemaker Among the Nations"; John D. Kernan, "Interstate Commerce"; Rev. Dr. Thomas McClary. The Industrial Question"; Colonel Albert A. Pone "Goze Dert A. Pope, "Good Roads"; Fugene G. Bruce, "Practical Forestry," This is the makeup of the dinner com-This is the makeup of the dinner committee in charge: Robert A. Badger, chalrman; Carroll E. Bowen, William C. Barry, Jr., Charles F. Garfield, John M. Ives, J. George Kaelber, Winfred J. Smith, Julius I. Wile, William H. Wray.

Clinton Rogers, President of Chamber of Commerce, Names Prominent Men,

in Accordance With Resolutions.

In accordance with a resolution passed at the meeting of the Chamber of Commerce Monday night, Clinton Rogers, the president, has appointed a committee to have the direction of the matter of continuing the agi-tation for abolishing the smoke nuisance. The members of this committee are: F. A. Stecher, president of the Stecher Lithographic Company; A. T. Hagen, president of the A. T. Hagen Company; E. G. Miner, pany; William C. Barry, of Ellwanger & Barry; Charles L. Griffith, president of the Rochester Candy Works; George W. Ham, i president of the C. T. Ham Manutacturing Company; Walter W. Powers, and F. A. Sherwood, president of the Sherwood Shoe

The work of this committee will be to ser-continue to urge the abatement of the smoke ar-nulsance in the city, and to advise those fut-who use soft cont to investigate into the tize question and ascertain what device will be et-imost satisfactory in their plants. All of the members of the committee have smoke-con-suming appliance in their plants, representing nearly all of the smoke-consuming devices. and they will be glad to show these to any sil, who may desire to look at them and to give tua-such advice as may be proper.

The resolutions passed at the meeting dis-

On June 18, 1900, the state engineer, the

the Chamber of Commerce made an in-spection of proposed canal crossings and

on July 2, 1900, reported in favor of a southern route. This report was a reept-

ed by the legislature and incorporated in

the barge canal bill which was submitted

to the people and approved by them in

November, 1903. The act reads: "From

Pittsford thence following the existing

line of the canal for nearly a mile

thence running across the country south of Rochester to the Gen-

esce river near South park; here

crossing the river in a pool formed by a

dam; thence running to the west of the outskirts of Rochester and joining the

present canal about one mile east of

veyed. One followed the old line of the

the north of the city, one crossed north

of South park, and another crossed south

of the park, outside the city limits, Ot

jections were made to all of these routes.

line through the city was abandoned by

general consent, as was that north of the

Three routes remained for considera

tion, the crossing north of the city on a

viaduct, the crossing through the park,

and the crossing south of the park. Of

these routes, one of which it was obvious

must me adopted, the northern route

would take the canal away from the

to accommodate the business interests

of the city crossed by the present canal

permit the development of a large part

and afford a future connection with

Irondequoit bay and the lake, virtually

making Rochester a lake port. The

route through the park was objected to

because it would needlessly destroy a

piece of property on which the city had expended a large amount of money. It

was the opinion of the park board that the canal would ruin the park, and we

have no doubt that the board was right

n its opinion. The route further south

was condemned on the ground that it

took the canal too far away from the

city, but while it was a less preferable

onte than the northern one it was better

We cannot but feel that the decision t

which the canal -advisory board has

ome, as reported by City Engineer

Fisher, is greatly to the disadvantage

of the city. One hope remains, and that

s that the mayor, who is to employ an

expert engineer of national reputation

o examine the whole question, may be

able to make such representations to the

CHAMBER OF COMMERCE

Plans Nearly Completed for Seventeenth

Annual Banquet-Invitations Issued

by Secretary Ives.

Commerce has issued the invitations for the seventeenth annual dinner of

the chamber, which will be held in Co-

lonial Hall Thursday evening, March 16th. The dinner this year will be in honor of Past President Thomas 13.

Duon, and the committee has spared no pains to make the dinner the most suc-

Before the dinner a reception will be held at 6 o'clock, to give the guests a

chance to become acquainted with one another. The dinner itself will begin promptly at 6:30 o'clock, and the speak-

ing will begin at 8:45 and enclude at 11

o'clock. Horace McGuire will act as toastmaster, and the guests will be wel-

comed by Mayor Cutter. The list of

toasts this year includes a number of widely diversified subjects, and cac

speaker is a recognized authority on his

needs no introduction to the American

public, Capt. Richmond Hobson. His topic will be "America, the Peace-

D. Kernan of Utica will respond to the

toast, "Interstate Commerce," Mr. Ker-nan was from 1883 to 1887 chalrman of

McClary, D. D., will speak on "The In-

dustrial Question." Col. Albert A. Popa will respond to his favorite toast, "Good Roads." The last speaker of the

evening, Eugene S. Bruce of the bureau of forestry of Washington, comes at the

request of Secretary of Agriculture

As already announced, it has been

James Wilson, and will speak on " Prac-

decided to use small tables this year instead of the long ones used in previous

years. Winifred J. Smith, chairman of

the decorating committee, has given out that the chief decorations will be green

and white, a large quantity of southern

smilax being used. There will also be some patriotic decorations in honor of Capt. Hobson.

the New York state rallway commi-

maker Among the Nations'

cessful one ever held.

Secretary Ives of the Chamber of

authorities at Albany as will lead to a

than the route through the park.

including that through the park.

and through the city; one crossed to

South Greece."

COMMITTEE ON SMOKE NUISANCE

Appointed by President Rogers of Chamber of Commerce To-Day.

Business of Committee is to Continue Agitation of the Smoke Nuisance in Roch-

ester.

All Members of Committee are Now Users of Some Smoke Consuming Device Representing Many Kinds.

The following resolutions were unanimously passed by the Chamber of Commerce last Monday evening :

To carry out the instructions of the

last resolution, President Rogers has ap-pointed the following as members of this

Mr. F. A. Stecher, Mr. A. T. Hagen Mr. E. G. Miner, Jr., vice-president Pfaudier Co.; Mr. William C. Barry; Mr. Charles L. Griffith, president Rochester Candy Works, Mr. G. C. Ham, president C. T. Ham Mfg. Co.; Mr. Walter W. Powers; Mr. F. A. Sherwood, president Sherwood Shoe Co.

In announcing the committee, President Rogers said :

"The business of this committee is to entinue the agitation of the smoke pulsance in Rochester, to advise all the users of soft coal to at once look into the matter and ascertain which device for consuming smoke will be best adapted to their separate needs. Each and all the members of this committee are now users of some smoke-cor representing nearly all the different kinds of smoke-consumers now in use in Rochester. They will be glad to show the device they are now using and give any advice that may seem proper for them to do. It is hoped and believed that many users of soft coal will immediately take steps to have their plants installed with some smoke-consuming de

CHAMBER OF COMMERCE Vinne 3/10 Captain Hobson Changes His Toast and Makes It More Up to Date-Meet-

ing of Dinner Committee.

Secretary Ives of the Chamber of Commerce received a letter this morning from Capt. Richmond P. Hobson, who is to be one of the speakers at the annual dir ner next Thursday night, saying that he bad changed the subject of his address, and in order to make it more up to date he would speak on "Our Navy in Rela ica, the Peacemaker Among the Na-

The dinner committee held an informel meeting at the Chamber this noon and made final arrangements for the banquet. Reports were received from the committees, and luncheon wa served. Secretary Ives said this morning that acceptances for the dinner were oming in fast, and that those who wish seats would do well to attend to the met ter at once, as on account of using small tables, the seating capacity this year will

1905. Dr C, March 10-

TO BE NOVEL AND BEAUTIFUL

Decorations for Chamber of Commerce Dinner Decided On.

Invitations for the seventeenth annual dia-Invitations for the seventeenth annual disner of the Chamber of Commerce, to be held
in Colonial Hail next Thursday night, have
been Issued. Much care has been taken in
making the arrangements for the diamer, and
especially is this true of the decorations.
These will be original and beautiful.

The color scheme in the decorations will
be green and white. This will be adhered to
even in the ribbons on the cigars and the
colors of the diamer card. Spring flowers
will be on the tables and the walls will be
decorated with wild smilax from Alabama.

will be on the tables and the decorated with wild smilax from Alabama. Electric lights will be used in beautifying the tables and hall. While decorations suggestive of the patriotic sentiment will not gestive of the patriotic sentinent will not be wholly neglected, they will not have so prominent a place as in former years. Wa-fred J. Smith has supervision of this mat-

wenty-five pieces, and Teall will serve.

The speakers will be introduced by Mayor Tuter and the tonstmaster will be Horace McGuire. The speakers, with their subjects, will be: Captain Richmond Pearson Housen. America, the Pencemaker Among the Na-America, the Peacemaner Among the As-lons;" Hen, John D. Kernan, "Interstate Commerce;" Rev. Thomas McClary, D. D., The Industrial Question;" Colonel Albert A. Pope, "Good Roads;" Eugene E. Bruce, 'Practical Forestry."

There will be a reception at 6 o'clock, and the dinner will begin at 6:30 o'clock. The speaking will be from 8:45 to 11 o'clock. ert A. Badger, cinirman; Carroll E. Rowen, William C. Barry, Jr., Charles F. Garfield, John M. Ives, J. George Kaeber, Winfre! Smith, Julius I. Wile and William II. Vray, Clinton Rogers, president of the hamber, and Thomas B. Dunn, president last year, have been active in assisting to

ICE ON THE **BIG LAKES**

Excepting on Lake Ontario, Less Ice is Reported Than at This Time Last Year.

FIFTEEN INCHES AT CHARLOTTE

Winter Navigation in Lake Michi gan Only Slightly Interrupted by the Ice Fields.

- Menchigos The first report this season of the con-titions on the Great Lakes has been is-sued by the Weather Bureau. The contions are summarized as follows:

The reports of the ice conditions from the regular and display stations of the Feather Bureau indicate that there is such less ice in all the lakes than there was on the corresponding date of last year, except possibly in Lake Ontario. where usually large fields are reported.
On Lake Superior the thickness of ter
in the harbors averages from 10 to 15
inches less than one year ago. The ter
fields over the western end of the lake
extend only about 15 miles into the lake. extend only about 15 miles into the laac, as compared with 150 last season.

On Lake Michigan the ice fields have reached about an average size and winter navigation has been interrupted but slightly as compared with last season.

About normal conditions are reported on Lakes Huron and Eric. St. Clair River is open for three miles from Lake Huron and the ice holds below that point, but is reported to be turning back and honey combing fast. Lake St. Clair is frihred with solid ice averaging from 18 to 20 inches in thickness.

with solid fee averaging from to below inches in thickness.

The Detroit River is open to below Sandwich Point, but unusually neavy led is reported below that point to atom four miles above Amherstburg.

On Lake Ontario the fee fields are reported to be as extensive as last season and at Oswego more extensive than any season since the spring of 1855.

On Lake Ontario ons on Lake Ontaric are

oswego: Harbor ice 17.5 inches; immense body of field ice and practically no open water in sight during past ten days. There is more ice in the lake than since spring of 1885. The opening of navigation must be very late unless unusually warm weather sets in.

Sackets Harbor: Ice in harbor 36 inches, Ice between here and Galloup island 29 inches thick with four or five inches of snow on it. The Galloup Island light keeper reports no water in Sight March 4.

Jarch 4.
Cape Vincent: Ice in harbor 24 to 20 nehes thick and covered with snow.
The conditions on Lake Eric are given n detail as follows:
Toledo: The Ice has softened rapidly luring the past week and there are many open spots in the channel; bay ice conpen spots in the channel; bay lee con-nues to hold.
Sandusky, Ice in narbor 21 inches thick and solid; clear water yishlie beyond the reakwater. Steamer Lakeside will alter mpt to leave for Islands latter part of

week.
Put-in-Bay: Ice about 22 inches thick and solid around Bass Island; no water visible. Teams still crossing from Put-in-Bay-to main shore at Pt. Clinton.
Cleveland: For the bast month the ice in harbor has averaged about 15 inches the maximum thickness, 16. es, which is out two inches less the

uary.

Ashtabula: Solid ice 18 to 29 inches thick covers the harbor and there is no water visible in the lake.

Erie: Harbor ice 29 inches; clear and solid ice as far as eye can reach.

Buffalo: Ice in harbor 18 inches; solid ice from shore to shore except open water about one mile above entrance to Niagara River.

SMOKE NUISANCE. President Rogers of Chamber of Com-

marce Appointed Committee.

At the meeting of the Chamber of Commerce on Monday night a resolution was adopted declaring it was the sentiment of the meeting that the time had come when active steps should be taken or the abatement of the soft coal smoke uisance in this tity and authorizing the president to appoint a committee to take charge of the control of the control

Ham, president of the C. T. Ham Manu-facturing Company; Walter W. Powers, F. A. Sherwood, president of the Sher-

rise all the users of soft coal to at on look into the matter and ascertain which device for consuming smoke will be best adapted to their separate needs. Each and all the members of this committee are now users of some smoke-consuming evice, representing nearly all the different kinds of smoke-consumers now is use in Rochester. They will be glad to show the device they are now using and give any advice that may seem proper for them to do. It is hoped and be plants installed with some smoke-conuming device."

The Smoke Nuisance. All of the citizens of Rochester, save

hose against whom it is directed, will welcome the agitation against the smoke nuisance which has been begun in earnest. It is to be hoped it will be continued earnestly until the nuisance i abated. However, the only way of clearing the atmosphere of the town of the smoke that defiles it is for the Common Council to pass an ordinance prohibiting the use of soft coal unless smoke-consumers are also used. Such an ordinance would not be a hardship, and there should be no unnecessary delay in the adoption of one that will meet the reirements of the situation.

Undoubtedly many persons who, by using soft coal, are contributing to the smoke nuisance here will be convinced by what has recently been said and written on the subject that they are pursuing a selfish and indefensible course and will oluntarily abandon it. But the number of such persons will not be large enough to make a material change in the conditions. Nothing save an ordinance will do that. All who wish to see an end of the nuisance should lend their influence to secure the adoption of a well considered ordinance that will not hear unjustly on any one and yet will secure the object desired.

A Smoke Ordinance Needed.

If the present promisingly intelligent agitation of the abatement of the smoke nuisance in Rochester is to be as thorough and comprehensive in result as it ought to be, the movement will require the sustaining force of a city ordinance ompelling the use of smoke consumers. When all has been done that can be done along the lines of argument, education and practical demonstration, there will still remain the obstinate minority, whom we charitably designate as the conservative element, but who are in plain fact the stupid, the ignorant and the penurious. A means must be devised to compel these persistent polluters of the air of the city to take the step which their more progressive and enlightened fellow citizens will have taken voluntarily and willingly.

The ordinance should be carefully drawn, allowing ample time for all consumers of soft coal to make the necessary changes in their firing apparatus, so that no hardship nor unnecessary expeuse need be occasioned. A system of inspection should be provided for; and penalties for yielation of the ordinance should be made sufficiently severe to make its violation a serious matter for all offenders.

Without such an ordinance-which should be rigidly enforced from the day on which it becomes operative, ample warning of the time having been giventhe present movement for the climination of the smoke cyll from Rochester can be only partially successful. Rochester business men are, as a rule, alert and progressive in matters that involve their own weitare and that of the community at large; but they are not lacking the inevitable percentage or laggards-men who have to be pushed, where others step forward of their own initiative. We know of no more effective device for imparting the required impetus to these laggards in the matter of installing smoke consumers than the passage and enforcement of an ordinance forbidding the burning of soft coal except under conditions duly prescribed by the elly authorities. Herred 3/10/05

Chamber of Commerce Dinner Committee Resorted to Heroic Measures to Insure His Presence.

That the dinner committee in charge That the dinner committee in charge of the Chamber of Commerce's annual banquot on Thursday night of this week does not intend to take any chances in naking a solutely certain the appear the of all of the advertised speakers was demonstrated yesterday when arrangements were completed for a special train to carry Captain Richm

Captain Hobson is in great demand as public speaker and his time is quite fully engaged. To-morrow night he is scheduled to speak at Hillsboro, Ohio. Upon communicating with him the committee learned that, because of poo able to reach Rochester until arter 10 o'clock Thursday night. This, it can be seen, would have been almost too late for the Rochester banquet, especially if the train bringing him should have been

an hour or so late, Consequently the members of the committee got in touch with the Hillsbore people and first of all arranged that the speaking there should begin at 7 o'crock. Then arrangements were made for a special train to carry Hobson from Hillsboro to Blanchester, a distance of 21 miles, where he could make quicker omections and get into Rochester at a o'clock in the afternoon. In this way he Merrimac," who is to be the principal attraction at the chamber's din-

The committee is resting easier now, knowing that all of its advertised speak-

TUESDAY, MARCH 14

ONLY TRAVELER IN THE COACH

WILL BE THE HERO OF THE MERRIMAC.

PROGRESS TO ROCHESTER

Chamber of Commerce Has Strenuous Time in Arranging for CaptainHobson'sTransportationFrom Wilds of Ohio-Total Cost \$96.50

That the Hero of the Merrimac shall continue to be a star perfromer in human affairs seems to be the will of the fates. In any case, the coming of Captain Richmond Pierson Hobson to Rochester, to speak at the inquet of the Chamber of Com Thursday night, will make it necessary the ness which is conceded to be properest for

It was with some consternation that the erce learned last Saturday that, through a change of the schedule on a little railroad in Ohlo, Captain Hobson would not be able to reach Ruchester until 16:40 c'clock Thursinv night. If the train due in Rochester at at time should be half an hour or be too late to speak. In either case he we be to late to speak. In either case he w se bis dinner. The committee spent a bad

Captain Hobson is to speak to-morro aight in a small town in the south of Ohio Illishero. Two branch railroads run into this town, and quit there. On the most southern of these, Captain Hobson lutended to leave Hillshore after his lecture to-morrow night, and come to Rochester by way of Cincin-nath. A change in time on the road, how-ever, made it impossible for him to leave Hillsboro before Thursday morning, and in his way he could not get to Rochester in ime for the dinner.

When this information came to the Cham-

per of Commerce, an emergency meeting was called by the Dinner Committee. "Can't you postpone the Hobson lecture?" the Hills-boro people were asked. Three thousand Hillsboroites rose in protest, and said no by electricity. Then the Rochester committelephone, but the latter was deaf to entreatles. The most they would do was to away on the train to Cincinnati.

After a thorough consideration of the situ tion, the Pschester committee communicat d with the manager of the Baltimore & Ohlo Railroad Company, which operates the northern line into Eillsboro. Could be get Captain Hobson out of Hillsboro Wednesday night? The manager consulted with his sten and said he could do it for \$40; for this Hillsboro to Blanchester, to the west, where the lecturer would be on the main line and could go to Rochester by way of Columbus, arriving in time for the banquet. Then the Rochester committee talked with

the Hillsboro committee again, with a view to finding out how much it would cost for changing the time for the Hobson lecture there from 8 to 7 o'clock. Hillsboro ciphered out and came to the conclusion that would be quite an expenditure to get out printing, announcing the lecture for 7 o'clock instead of 8 o'clock, and that the counsel fees would be besides, \$25.

Captain Hobson will be in Rochester 5 o'clock Thursday evening, in time for the linner and to give his address on "Our. Navy in Relation to Commerce." After his lecture to-morrow night, a special train,

Felephone and telegraph messages... \$10.00
Printing dodgers for Hillsboro... 21.55
Hillsboro "conusel fees"... 25.00
Special train for Captain Hobson... 40.00

MARCH 15, 1905.

CHRONICLE. BEAUTIFUL DECORATIONS FOR THE ANNUAL DINNER

Colonial Hall Will Present an Exceeds ingly Attractive Appearance at Banquet of Chamber of Commerce.

The decorations for the Chamber of Commerce dinner, to be held to-morrow night, will be anasyally beautiful. At no large public dinner in Rochester, perhaps, has the hall presented so attractive an appearance as will Colonial Hall at the seventeenth dinner of the chamber. Neither time nor exponse is being spared in beautifying it. Winfred J. Stoith has had of this matter

harge of this matter.

The walls of the ball have already been ecorated. They are covered with the tild smilax from Alabama. On each of rds of the national colors, six medium-ized flugs in each standard. From each the electric fixtures on the side walls

The orchestra will be on the stage, be kind a bank of palms and flowering plant and these will be illuminated by electric ty. The speakers' table, which will t about sixty feet long, will be raised on platform on the north side of the hall, will seat thirty persons. There are to b enteen round tables, at which from six to sixteen persons may be seated, and twenty square and oblong tables, seating

rom four to eight persons.

On the speakers' table will be seven enterpieces of flowers and ferns, and in ront of the table will be a bank of ferns. and flowering plants. These will be il-luminated with 150 electric lights, with frosted globes. On the table will be seven silken globes, filluminated with electricity. The globes of the decorative lights are

Each of the large round center table will be handsomely decorated with flowers and forms and fancy candles, as will all of, the tables in the hall. Forms will be laid in the white clock. Throughout the color theme of white and green will be fol-wed. The cigars will be tied with green and white ribbous; the menus, of an orig-tal design, will be in green and white. said yesterday, have been said.

HERALD.

MARCH 15, 1905.

GREEN AND WHITE

Color Scheme of Decorations at Colonial Hall.

FINAL PLANS FOR BANQUET

Chamber of Commerce Dinner To-morrow Night Bids Fair To Be Most Elaborate and Successful Function Ever Given by That Organization -Small Tables a New Feature.

tation for the annual Chamber of commerce dinner to be given to-morrow light commenced the work of arranging folcoint Hall yesterday, and it is thought when fully carried out, will reader the nterior of the building water teautiful thum it has ever been de orated before

o sixteen payersons, instead of the long tables usually seen at a banquet. It is banquet so large us that of the

a spoukers' table will be sixty feet and will occupy a raised platform thirty covers will be laid. Arranged square with the points toward the is of the half will then be placed sevin round tables which will sent from will be filled

name, the only cooler used on the a heing eight standards composed of national colors, four being placed on he side walls,
Hanging from each of the side electric
ktures will be a green silken basket in
hich will be an electric light and in
out of each window will be a large hanked with palms and flowering plants and illuminated with electric lights. On the stage will be placed the orehestra and the setting will be in the nature of

a simple woodland scene, The chief color scene will be green and white and, wherever possible, these colors will be used in preference to any others. he tubies and ferns will be placed on the

On the head table there will be sever since diskets comming a meeting tamp, Along the front of the plantorm on which the table is placed will be a bank of pains and ferns illuminated by 156 clearly lights. Nothing in white lights will be used.

The floor has been possived with oracind a concept constructed over the entrance of the ball will remplete the

lecorntions. in charge of the banquet state that bids fair to be the most one could be

CHAMBER OF COMMERCE BANQUET

Arrangements Completed For Annual Dinner To-Morrow Night.

Will be Held at Colonial Hall-Reception Committee Announced - The Ushers -Dinner Committee.

Big Hall Being Beautifully Decorated for the Affair, Which Will Be Largely Attended.

Under the direction of Winfred J. Smith, chairman of the decoration committee, a score of workmen are busy at Colonial Hall to-day putting it in gain of the Chamber of Commerce which will be held there to-morrow night, and judging by the work already done the decorations will be the handsomest and most elaborate ever seen at a public dinner be itochester. The usually bare walls of the hall have been entirely covered with a wealth of southern smilax which is reeved here and there with groups of American flags arranged in standards and standing out in beautiful relief among the background of green.

Along the left side of the hall, on a raised platform, extends the speakers table, which will be elaborately decorated with green and white trimmings and will have seven centerpieces of ferns. Along the front of this table ferns and potter the front of this table ferns and potted plants will be banked and among the plants will be concenled many broandes-cent electric lights which will give a beautiful effect at right. The floor of the hall will be filled with seventeen small, round tables seating anywhere from four to sixteen guests and the general color scheme will be adhered to in

the decorations on these tables.

Among the guests of hollor at the dinner will be a young Spaniard named La Cara, who is the son of a Spanish senator from Seville and who is in this will be the guests of Thomas B. Duna while in this city. Secretary Ivez said this morning that nearly all the tickets had been disposed of and that it would ot be surprising if some who wished to 6:30 o'clock in order that the guests may become better acquainted with one another and the dinner may be less formal than is usually the case at such func-

Th mayor, Hon, James G. Cutler; George F. Both, chairman; Clinton Rogers, Eg-bert F. Ashley, William C. Barry, Ed-ward Bausch, John N. Beckley, Hon, Henry C. Brewster, Churles T. Chapin, Max Brickner, Charles J. Brown, Benja-min E. Chase, P. V. Cuttenden, E. T. Curtis, Michael Dayle, W. H. Duffett Gustav Erbe, James S Graham H. H. Hathiway, James I & Soles A. B. Lamberton, S. C. L. seedlation W. Mur-phy, J. Y. Maccinen the matter pitkin. F. W. Peek, Rive, P. Reed, F. A. Stecher, F. S. made anoth, Toyonson, P. A. Vay, Herbert the next G. Wetmore, Join C. Wetmbuted

The ushers will be Williagken. C. Fredericks, W. J. Graharuwill-Marks, M. J. Murphy, F. ie de-William J. Trimble, 18cH

Winfred J. Smith, Julius 1, Wile.

NO VACANT PLACES AT THE CHAMBER BANQUET

Chamber of Commerce Di

Chamber of Commerce dis

owing to the unique arrangem

Post Explese Several Applications for Tickets Have Had To Be Refused-Decorations Arc All in Place.

Secretary John M. Ives has added one more feature to his list of attractions for the annual Chamber of Comm dinner to-night and now rests from his . labors. This latest is a guest of honor in the person of a young Spaniard named La Cara, the son of a senator of Seville. When the guests are scated at the tables at 6.30 o'clock to-night, every place will be taken. Several were denied tickets yesterday, they all having been disposed of,

The interior of Colonial hall this morning look as gay as a summer girl on the board walk at Charlotte in its draperies of green, and white. The color scheme has been carried even to the ribbons on the cigars and the inkon the menu cards. The walls are covered with Alabama smilax and the table floral decorations will be spring flowers and ferms. The front of the stage is banked with paims and flowering plants and fliuminated with electric light. Be-hind this will be Moll's orchestra which will play between the courses and the speeches. Hanging from each of the side electric fixtures is a green silicent basket in when is placed an electric light and in front of each window is a large pain. On the guest table there are seven center pieces of dowers and ferns, and overhead are seven of the green silk-

and overhead are seven of the green sikeen baskets containing obsertiv lamps.

The speakers table is sixty feet long
and occupies a raised platform at the
north end of the half. At this table
thirty covers will be laid. Along the
front of the platform on which the
speakers' table is placed, is a bank of
palms and ferns illuminated by 150 electric black. tric lights. Arranged in a square the points toward the walls will placed seventeen round tables which will sent from six to sixteen people each. The remainder of the floor spaces will be filled in with twenty equare and oblong tables at each of which from four to eight people will be seated. Scats will be provided for 234 persons. The floor has been covered with crash and a can-opy has been constructed over the en-

Mayor James G. Cutler will welcome the guests. Horace McGuire will pre-side. Captain Richmond Pearson Hobson will respond to the toost, "America, the Pearchaler Among Nations." Hon, John D. Kermin will speak on "Interstate Commerce." Rev. Thomas McClary, D. D., will be heard on "The Industrial Question." Colonel Albert A. Pope is to speak on "Good Roads" and Eugene E. Bruce on "Practical Pearstant on "Practical Pearstant Control on "Good Roads" and Eugene E. Bruce on "Practical Pearstant on "Fractical Pearstant".

Colonel Pope arrived in the city from New York at a late hour this morning and is at the Power. Captain Hobson will not reach here until a o'clock this afternoon. 3/16/05.

W. To the Public! 2-13-0, There are only about 20 seats left which an be sold for the Chamber of Comece dinner Thursday night. Those delring to attend should make application it one, we owing to the unique arrange-ments in the matter of tables and sext-ing no impre tickets will be sold than altng have already been provided.

Dinner Committee

P. &. To the Public. 3-13-07 ion at once, as owing to the unique angements in the mat seating, no more ticker and provided, sittings have already been provided.

Dinner Committee.

Chamber of Commerce Dinner.

Only about ten seats are left for the Only about ten seats are left for the Chamber of Commerce dimer to be held Thursday night. Persons desiring to attend should make application as a sufficient as owing to the unique one freat new marther matter of takening up in the East. The will be sold the folder nations have perbeen provided. Ivaninges of these new marther pure must perseive them. Entury her great armies to seize markets in order to avoid competi-

unrkets in order to avoid competi-A struggle is impending, whether a war or commerce.

Europe and America.

Europe and America.

"Europe still represents militarism, America represents the new era of industrialism. Europe crys out against the American peril. Europe is under the diadvantage of having to take men away from work to man the great armies. Given a fair and equal chance in the markets of the East America will deve them to the wall. Do you think that, hey are going to allow that fair and equal chance if they can help it? The great work of our day

holding tickets. The list is arranged alpha-betically. Among the guests of honor at the dinner will be a young Spaniard named In Cara, the son of a Senator of Seville. and H. C. Newcomb, of Philadelphia.
Colonial Hall has been elaborately decorated. The walls have been covered with
Southern smilax and the green is relieved

Southern smilax and the green is tensor, with groups of national flags. The speaker's table will be on a platform, which also will be decorated in green and white.

A reception will be held in the half from 6 o'clock to 6:30 o'clock. The Reception Committee is as follows: James G. Cutler, George F. Roth, Clinton Rogers, Egbert F. Ashley, William C. Barry, Edward Bausch, John N. Beckley, Henry C. Brewster, Charles John N. Beckley, Henry C. Greener, States, A. Brown, T. Chapin, Max Brickner, Charles J. Brown, Benjamin E. Chase, P. V. Crittenden, E. T. Curtis, Michael Doyle, W. H. Duffet, Gustan Erbe, James S. Graham, H. B. Hathaway, James L. Hotchkiss, A. B. Lamberton, S. C. Laugslow, D. B. Murphy, J, Y. McClintock, William Pitkin, E. W. Peck, Rush Rhees, E. P. Reed, F. A. Stecher, F. S. Todd, A. J. Townson, P. A. Vay, Herbert

The ushers will so: William C. Likly, E. W. Burton, C. M. Fiss, W. C. Fredericks, W. J. Graham, Henry F. Marks, M. J. Mur-phy, F. C. Trotter, William J. Trimble. The Dinner Committee is composed of Robert A. Badger, chalrman; Carroll E. Bowen, William C. Barry, Jr., Charles F. Garfield, John M. Ives, J. George Kaeller, Winfred J. Smith, Julius I. Wile, William H

guests. Captain Richmond Penrson Holsen will respond to the toast, "America, the Pencemaker Among Parlous," Hon. John D. Kernan will speak on "Interstate Commerce," Rev. Thomas McClary, D. D., will he heard on "The Industrial Question Albert A. Pope is to speak on "Good Reads" and Eugene E. Bruce on "Practical For estry."

ua 01

Decoration mi.

A Rety.

Invitations for the ner of the Chamber in Colonial Hall to been issued. Much

been issued. Mucb making the arrange. Specially is this true of the decoration despecially is this true of the decoration. The color scheme in the decorations will be green and white. This will be adhered to even in the ribbons on the cigars and the colors of the dinner card. Spring flowers will be on the tables and the walls will be decorated with wild smilax from Alabams Electric lights will be used in beautifyithe tables and hall. While decorations a gestive of the parriotic sentiment will be wholly neglected, they will prominent a place as in form

prominent a place as in forme fred J. Smith has supervision of the

The Ruchester Chamber of Commerce

quest of the Rechester Chumber of Commerce on the

occasion of its Seventeenthe Innual Dinner to be given in Colonial Hall on the evening of Thursday . Harch

You will not be expected to respond to a loast

The speakers will be Captain Richmond Pearson Hobson The Honorable John J. Hornan Thomas Holary O.C. Colonel Albert . 1. Pope and Mr. Empen I Bruce. The favor of a prompt roply is requested.

Homas B. Junn

John . H . Jees

President Rogers amounted the loc-president Rogers amounted the loc-lowing committee yesterday in accord-

E. M. HIGGINS CO.

18 Main Street West. Please furnish the following order: Quart. Cruse & Fils St. Julien. Pontet Canet. 1.25 Ouart. Pint. Grand Viu Chateau la Rose. 1.75 Ouart. Deinhard & Co., Liebfraumitch Pint. Opart. - 40 Pint. - 25

Reception Com badge white. Witness 14 Red-

200 PM

FRIDAY, MARCH 17, 1905, ROCHESTER DEMOCRAT.

GUESTS OF NOTE AT DINNER

OF CHAMBER OF COMMERCE

SETTING OF RARE BEAUTY

For Banquet of the City's Business Men.

GARBED IN GREEN

Colonial Hall Lined With Southern Smilax.

SUBJECTS OF INTEREST

Addresses on Variety of Topics Delivered by Men Speaking With Authority - Reception Precedes Dinner-Short Address of Welcome by Mayor James G. Cutler

The seventeenth annual dinner of the The seventeenth annual dinner of the Chamber of Commerce, held last night an Colonial Hall, was not only a successful social affair, serving to bring together in an especially enjoyable way men prominent in the city's varied activities, but one that represented the professional and business interests of Rochester. Manufacturers and merchants, officials of the city, county and state, lowers physiciaes. county and state, lawyers, physicians, clergymen and men in other professions, were the guests of the chamber. Nearly three hundred prominent citizens of Rock ester were at table, and it had been recessary to deny applications for thekets besary to deny applications for thekets because of all places being taken. The addresses were interesting and worthy of the
occasion, the music was of a high order
and the service was excellent. The decorations, which were unusually beautiful,
quite transformed the hall. Altogether the
dinner gave abundant cyldence of misparing effort and thorough arrangement.

The banquet was preceded by a reception, held in the lower hall of the building,
from 6 to 6:40 o'clock, when it was au-

from 6 to 6:40 o'clock, when it was an nounced that dinner would be served. The arrangement of the dining hall this yeer was different from that of former year and in some of its features was distinguished from any large gathering of the kind given in the city before. The use of small tables instead of long ones added much to the sociability of the occasion.

The speakers' table was situated on the porth side of the ball out it it.

north side of the hall, and at it were scat-ed thirty men. This table was on a dals, and the other tables were arranged below Suitably arranged on the floor were seve sixteen persons were scated, and twenty square and oblong tables, each accom-medating four to eight persons.

Walls Covered With Smilax. The decorations were a notable feature of the dinner. The long side walls of the hall were almost completely covered with the Southern smillax, a beautiful vine. The

mass of green was relieved by standards of the national colors within it, four on each side, about the electric fixtures. Each of the standards was composed of six flags, comparatively small, which gave a pleaning effect. The electric lights on the sides were, of course, lighted, and from the fixtures hung silken globes, illuminated with electricity. ith electricity.

The smilax was used in decorating the

The smilax was used in decorating the stage and gallery, and was strung profusely from point to point. Maurice Moll's Orchestre played from the gallery at the west of the hall, behind a screen of the vine. Before the stage was a bank of palms and spring flowers. Seven rich centerpieces of spring flowers and ferns, delicately tinted green silken globes and funcy candolabra heautified the speakers' table,

and there was a heavy bank of palms, ferns and flowers before it. Miniature electric lights placed here and there among the floral decorations contributed to their attractiveness. All of the other tables in the hall were similarly decorated, though with less profusion.

The color scheme in the decorations was The color scheme in the decorations was green and white, and this was followed as closely as was possibly. Ferns were laid on the white cloth. The eigars were tied with green and white ribbons. The dinner, place and table cards were printed in green. The menus, of a beautiful design, were in a pleasing shade of green. The pages of it were delicately arramentally with the wild arrive in designation. ed with the wild smilax in design and it was tied with white and green ribbons. The decorations were planned by Winfred J. Smith.

Committees That Served. On the page next to the cover were winted the dinner committees, which fol-

Reception Committee: James G. Cutler, George F. Roth, Clinton Rogers, Egbert F. Ashley, William C. Barry, Edward Bausch, John N. Beckley, Henry C. Brewster, Charles T. Chapin, Max Brickner, Charles J. Brown, Benjamin E. Chase, P. V. Critienden, E. T. Curtis, Michael Doyle, W. H. Duffett, Gustav Erbe, James S. Graham, H. B. Hatthaway, James L. Hotchkiss, A. B. Lamberton, S. C. Langadow, D. B. Murphy, J. Y. McClintock, William Pirkin, E. W. Peck, Rush Rhees, E. P. Reed, F. A. Stecher, P. S. Todd, A. J. Townsend, P. A. Vay, Herbert Wadsworth, L. G. Wetmore, John C. Woodbury.

The Dianer Committee: Robert A. Badger, chairman's Carroll E. Bowen, William C. Barry, Jr., Charles F. Garfield, John M. Ives, J. George Kaelber, Winfred J. Smith, Jaffas M. Wile, William H. Wray, The ushers were: William C. Likly, E. Reception Committee: James G. Cutler.

The ushers were: William C. Likly, E. W. Burton, C. M. Fisk, W. C. Fredericks, W. J. Graham, Henry F. Marks, M. J. Murphy, F. C. Trotter, William J. Trimble.

During the dinner, which was served by Teall, and between the addresses, music was provided by the orchestra. Grace was said by Rev. C. C. Atherison, D. D., nel Albert A. Pope, of New York city; "Our Navy in Relation to Our Commerce," Captain Richmond Pearson Hobon; "Interstate Commerce," Hon. John D. Kernan, of Utiea; "The Industrial Question," Rev. Thomas McClary, D. D., of Minneapolis; "Practical Forestry," Eu-gene S. Bruce, of the Bureau of Forestry,

aged applause when he rose to introduce

"It is surely a matter of congratulation or us," said he, "that we have such escentation of business men here to-Dinners have become so numerous! of late that we thought we might not be able to have all the places filled at ou banquet, but we have been agreeably sur prised. We regret that it was accessor,

prised. We regret that it was accessary to turn away applicants for tickets at the eleventh hour. This was something that had not been done in some time.

"As for the responsibility of the dinner, it was assumed by the Dinner Committee and Scoretary Ives. By their untiring efforts they made this splendid gathering possible. It is through courtesy that I am permitted to fill out my term of office as presidence of the Chamber of Connecree in this was, some it expired with last year, and I feel that I should give to the speakers all the time possible.

"I desire to thank you all for your kindwas honored with the presidency of t body. It is my pleasure to introduce Do uty Attorney-General Horace McGuire."

Mayor Warmly Greeted. Mr. McGuire, who served as toastn ter, spoke briefly, and then introduced Mayor Cutler. The audience rose and gave the Mayor an ovation. He said:

"In the presence of this Inspiring and representative company of business men, there is a temptation to talk for the city, to appeal for a higher civic patriotism, to suggest some few of the many desirable things which, working together, we might achieve for the municipality of which we are all so proud, and to urge upon you the supreme importance of the public welfare. But while these sentiments could be presented to no more sympathetic audi-

be presented to no more sympathetic audi-ence, and nowhere with greater propriety or with better hope for tangible results. I must not venture to occupy time which ius been devoted, and which we all de

sire to devoted, and which we all desire to devote, to our guests.

"It is only my very honorable and most agreeable duly to act as a prologue to the post-prandlal exercises, and briefly to greet the speakers. At your request, for the chamber and for the city, of which I am in some sense a representative it. am in some sense a representative, it is my privilege to webcome the visiting speak-ers to the city, and to this company, and to thank them on your behalf for their

"It appears to me that the sincerity of o make it, will be best evidenced by gly

COL. POPE GIVES REASONS FOR MAKING GOOD ROADS

Colonel Albert A. Pope was the next speaker. After speaking of the pleasure it gave him to be at the banquet, and ex-pressing the belief that such gatherings were of great benefit to business men, standing among them, Colonel Pope said,

summer of '77, when I began to ride a wheel. Bicycling called my attention to the condition of the roads. One day I was in the Parker House with William Henry Hurrison Murray and another man who was in the carriage business. This man was talking about the big carriage makers, association of which he was a member, and which had a membership of 2,000 men. When he shd got through telling about conditions affecting the trade, I said, 'You have forgotten to speak of the most important thing to carriage makers.' 'What is that?' he asked. 'Good

roads, I replied.
"'What has good roads to do with the What has good roads to do with the carriage makers' business? this man asked me. 'Den't you make the most money on your best carriages?' I returned; 'and don't people buy the best carriages, when they have good roads? and don't good roads, then, contribute to your business? I got laterested in my subject, as I generally do; and, when I chanced to look up, I found that I had an audience When I stopped talking they applauded me. 'You must come to our convention at Syracuse,' said the carriage maker, 'and give a public address before it."

Urged Good Roads Appropriation. Colonel Pope told of his going to Syra-cuse, speaking before the association of carriage makers, and asking them to form a department for the improvement of ds. He suggested that they contribute \$20,000 for this purpose, of which he would give \$1,000, but the association was not sufficiently interested in the matter to

Colonel Pope said that he made another address before the association the next year, suggested that \$10,000 be contributed for good roads, but no action was taken. He came to the convention the third year; and, when the association was still unwilling to do anything for good roads, he decided to organize a department himself and to expend \$20,000 a year throught it. This, Colonel Pope said, he did for five

"In doing this," said Colouel Pope last night, "I never mentioned the fact that I

will make good b

Million a Year Income.

"And," he added, "cighty-five per cent.
I it was mine. For many years my inome was over \$1,000,000. It was due
additional and affort. You can't give one was over \$1,000,000. It was due to philanthropic effort. You can't give way money philanthropically without aving it return to you multiplied. The cot money I have is what I gave away." Colonel Pope spoke of the growth of a good roads sentiment until all classes the people became interested in the object. He urged that a greater interestial the shawn in the correction in the content of the still be shown in the question, giving advantage of improved highways, on he began agitating for good roads, onel Pope said, there was not a techin the country that could not furnish trained road engineers upon application. The prime requisite in building a road, and the speaker, was to make a good foundation. A road with this would last, said he, a thousand years; and the assessments for such a road, he said, might well be spread over forty or fifty years, instead of a shorter period. He spoke in factor of the New York state bill which favor of the New York state bill, which proposes to appropriate \$50,000,000 towards building improved roads.

wards building improved roads.
Reference was made to the rapid extension of good roads and trolley lines.
Colonel Pope predicted that the automoblie would finally take the place of the

UNCLE SAM NEEDS LARGER NAVY, SAYS CAPT. HOBSON

As a compliment to Captain Hobson's

As a compliment to Captain Hobson's native state the orchestra played "Dixie" when he was introduced by Toastmaster McGaire. Captain Hobson responded to the toast. "America, the Pencemaker Among the Nations." He said in part: "Organized power is obtainable either through having armies or navies. In armies you depend upon a great number of men whom you must take from their work and thus hamper commerce and industry. The nation that can dispense with an army and get security through a navy is the artion that is going to drive other nations to the wall in the competition of the future. Absolutism is indispensable in military, but where you employ ships instead of men, absolutism is dispensed with.

military, but where you employ ships instead of men, absolutism is dispensed wifth.

"Liberty and liberalism were nursed in early days by Carthage and by those nations that had power in the form of ships. They gathered commerce from all the world until they forgot and the enemy overthrew them on the sea. Carthage lost her supremacy when the Roman galleys overcame her fleet. A nation ought to avail itself as much as possible of naval power and dispense as much as possible with military power for the maintenance of security. Where security can be derived entirely from naval power no danger is involved to a free government from a great army. Navies and greater power are the cradles of liberty, in the end they are to be the means of making liberty universal on this earth.

"Your great purpose is to foster commerce. You must first secure the means of producing the staples of commerce, then you must first secure the means of more than one-half of our factories can be destroy of from water, more are valuerable than there are in all Europe commerced.

Mines Don't Scree Purpose.

Mines Don't Scree Purpose.

"It is folly to think that mines and torpodoes will protect them. Any determined commander can overcome these obstarles. We must meet the enemy on the high seas. After you have secured the means of production you must secure the means of distribution. Not detracting one bit from our railroads, waterways are the great intermediaries for carrying on commerce and you must look to the navy to protect these waterways just as you must look to the navy to protect the factories. Only a navy can protect our commerce.

look to the navy to protect the factories. Only a navy can protect our commerce. When other nations are at war and we are neutral our navy is the only protection we have to enforce our rights.

"We must take care of our markets, or what is the use of having goods if nobody wants them? In a sense, that is the greatest business question of America today. We are now becoming the great producing nation of the world and we are only on the threshold. America's future prosperity depends on the great new markets that are opening up in the East. The governments of other nations have perceived the advantages of these new markets; our people must perceive them. Enceived the advantages of these new mar-kets; our people must perseive them. En-rope is using her great armies to seize new markets in order to avoid competi-tion. A struggle is impending, whether it is in war or commerce.

Europe and America.

"Europe still represents militarism, America represents the new era of industrialism, Europe crys out against the American peril. Europe is under the disadvantage of having to take men away from work to man the great armles. Given a fair and equal chance in the markets of the East America will drive them to the wall. Do you think the hey are going to allow that fair and equal chance if they can help it? The great work of our day

"The Chinese are far superior to the "The Chinese are far superior to the Japanese. I have never seen one thing in which the Japanese could compete with the Chinese. Let military white men organize the Chinese and their armies would perform prodigies in war. That is why the military powers want control. The real struggle is not between Japan and Russia for the control of Manchuria, but it is the nurses of Austria. France. and Russia for the control of Mandadan, but it is the purpose of Austria, Franca and Germany to dismember China. The moment the British go with Japan, France and the others will join Russia. When the Baltic fishing fleets were fired upon the French and German fleets were mobilized and practically cleared for action. It is a combine that far outweighs Great min and Japan. Commerce is now in the greatest danger ever known. The only hope of getting a balancing influence for peace is from America. And the influence for peace that we can bring to bear on the world is simply the power of our navy.

War Means Loss of Billions. "Our country sustained a great loss by merely local wars. If we were to have a general war the loss would be measured not by millions, but by billions. Your commerce would sustain immeasurable losses. That general war hinges on our navy. If we only had an adequate navy we would we only had an adequate navy we would not have to form entangling alliances. America could forbid the seizure of China. There would do not not not not not not not not more that doubling our commerce in less than a single generation by attaining the right of equal trading in all the markets of the world. That right hinges on our

"If we had had a navy last fall the war between Russia and Japan wouldn't exist. We had treaties with the Eastern nations, but Russia would not let our consuls go to those ports; they were held at Shanghai. But we had no navy, so what did Russin care? The result is that we lose five times as much as it would cost to build a navy, to say nothing of the loss of life entailed by the war. Every million put in ships to-day would economize bil-lions spent in war. The costly thing by war. If through an adequate navy Amerlca saved herself from one great war it would pay us to build up that navy. We don't have to cut off internal improve-ments to build a navy. "The commerce that you have must have

security through naval supremacy alone.

Our peace and the pence of the world depends on America taking her proper place among the naval powers of the world."

At the conclusion of Captain Hobson's address all arose while the orchestra played "The Star Spangled Banner,"

PROBLEMS RELATING TO COMMERCE AMONG STATES

Hon, John D. Kernan was introduced

Hon. John D. Kernan was introduced by Mr. McGuire as "a distinguished lawyer, the son of a distinguished statesman and lawyer." Mr. Kernan spoke on "Interstate Commerce," saying in part: "Not long since, a coal strike caused public demand for the state ownership of the coal mines by nearly one-half the voters of New York state. To-morrow that demand will be for national ownership of railroads if we be not wise in time by providing for such regulation by law as by providing for such regulation by law as shall protect the people from hearing, and restrain railroads from seeking unjust rates and discriminations. "On January 1, 1900, the railroads

raised rates on 840 articles about 31 per cent, and lowered them on only six. This was done in the face of revived business conditions and of lower cost, owing to it proved methods and economies, increased tonnage, and larger loads, that more than offset higher prices for labor and material. Railroad earnings since then show this

'The railroads' claim that our railroad rates average much lower than in foreign countries is largely based on a fallacy in figures, I think. They get our low average, so much talked about, by figuring it our low-haul rates to cut down our higher locals. They have no long-haul rates to speak of in England, for instance, and the total mileage and a similar mileage of lo-cal rates in some thickly settled part of our country. Such a comparison I have never seen made and, if made, it made doubted whether the comparison would be at all as favorable to our rates as claimed

An Intelerable Situation. "Great clamor grose among shippers over the 1900 raise in rates and when they knocked at the door of the Interstate Commerce Commission, seeking relief, they were told that the commission had no pow-er to do anything about it. About 70s complainants, representing a vast number of shippers, were thus advised that their

government could not aid or protect then Can any one be so blind as not to see the such a situation is intolerable, and the continued and aggravated from the time, as must be the case in the prese condition of the law, so long as railros Owners are human, it will sow broadcast the seeds of discontent, of radical demands and agitation, and of danger to our great

country and its people?

Since it has come about that freight rates determine where outliness shall be

to rates and collateral subjects, shall

to rates and collateral subjects, shall be some impartial tribunal, rather than the sellers of transportation with unrestrained regard for anything except their own im-mediate interests? Senate Deaf to Public Demands.

"Even the recently inaugurated President of the United States, responding promptly and fearlessly to overwhelming public sentiment upon this question, has not been able to induce any action by Congress thus far. The Senate seems to be as unmoved by executive pleading and public demands as though its intervention were arged between Russia and Japan, instead of hetween our own common car are stead of between our own common carters and the people upon a vital and pressing home question. By its indifference in the matter the Senate is giving great aid and comfort to the growing popular moveme for the election of United States senators by the people; the people have tired of having railroads and corporations so influential in selecting them.

"Late in the recent session the Commit tee on Interstate and Foreign Commerce of the House reported the so-called Town send-Eyse bill. In the main this bill is in the right direction, but in some details it is meager, wrong and vicious and tends to continue the judicial evils of delay and riginty that we want to get rid o tions 1, 2 and 4 that an order of the com-mission, made upon complaint and after hearing and determination, declaring an existing rate unreasonable and what would be reasonable for the future, shall be observed by the railroad within thirty days after notice, but right of appeal within sixty days that the penalty for disobedience of the order so made and in case of appeal, approved by the courts, shall be \$5,000 per day of continuance of violation.

It will be observed that under this ac-outire initiative of rate-making is prop-left to the carriers. The commission itself can make no order except upon cor plaint and after hearing and determina-tion; it can itself undertake no rate-mak-ing at all, except when its intervention is sought to pass upon a rate already made by the carrier and challenged by formal complaint. This reduces the power of the commission to that minimum of interference with rate-making that serves the double purpose of leaving carriers free timake their own rates and ar the sam time affording to the public, through the mmission and the courts, reasonable ofection against abuse by the carrier its power and opportunities. "This is far less assumption of author

ity over interstate carriers than has long prevailed, with public approval, in other directions. We are entirely accustomed to view without alarm or thought of un just eneroschment upon property rights the absolute fixing by statute of gas rates, water rates, cab rates, elevator and ware-house rates, street railroad fares, etc. In twenty states railroad rates are fixe twenty states railroad rates are fixed by statute, or through commissions ad fulto, and with no such conservative lim-itations as are imposed in the bill pro-posed by the friends of Interstate Com-merce Act amendment. Unless a man is entirely opposed to regulation by law of carriers, as a matter of principle, it would seem as if nothing more conservative or well safeguarded could be proposed to him than the sections above referred to.

Proposed Court of Transportation "There is considerable difference of opinion as to the provisions of the bill for posed of five new United States circu judges, and to which court exclusive juris-diction, subject to appeal to the United States Supreme Court, is given over all

suits and proceedings to enforce the pro-visions of the Interstate Commerce Act and the decisions of the commission. Strong friends of the amendment of the Strong friends of the amendment of the interstate commerce act, whose only desire is to make it effective and that decisions under it be speedy and useful, contend that it is better to leave the question to the present courts; that United States judges and courts are already numerous enough, and that there is danger in the concentration of so much power in a special tributal to secure control of a special tribunal to secure control which would, they claim, be easier than would be possible under the present sys-tem of scattered judicial power. "Notwithstanding these objections, I am

"Notwithstanding these objections, I am inclined to think that such a special tribunal would be well and is necessary, when all sides of the question are considered. It will take a long time to get the contradictory holdings of United States judges in different parts of the outry consolidated and reconciled so at we can know what the law it. The subject is one requiring special training and experience, both on the part of rail roads and of those who supervise rail road action on behalf of the people.

Existing Courts Crowded. "In all important centers of transporta-tion activity where interstate commerce questions arise, the present Circuit and District courts are crowded with litigants awaiting the disposition of their cases. Because of that fact and of the lack of judicial experience in transportation rate questions and lack of time to study them, it is very difficult to get sufficient consideration for, and intelligent disposition of rate questions by the present courts. This has led to a bewildering contradiction i decisions construing the act and permits pretty much everything wrong that car-riers do to be sustained by a judge somewhere in the United States.

omewhere in the United States.
"It seems to me it would be more conducive to the building up of a harmonious construction and enforcement of the law to have, not only a commission trained by experience in transportation rate questioning committee Vestorday, in seems

mill do it, even as to furm tions, but also to have the review of its any about 80 per cent. of the common dentities of dollars, the description of the common dentities of dollars, the description of the common dentities of dollars, the description of the common dentities of the common dentiti

permit delay, and more speedy just would in the end result from the constant unarrowing of the field of argument decision made by the commission, and hearing and appellate review, commen surate with the vast and growing trans portation needs of the country and unde which both the public and the railroad can secure more prompt hearings and de

Objection to Proposed Law.

"It is certainly a serious objection to proposed bill that it permits the giv of any evidence before the Court of Trans-portation. This will permit carriers, as at present, to withhold the facts before the nission and then to drag out and d commission and then to drag out and no-lay proceedings by a trial de novo upon the facts before the court. This practice at present leads to the waste of every-body's time and money and usually to the carrier's victory of the burial of the orig-inal issue in the forgetfulness and oblivion of a past age. When a shipper whose complaint is filed in his youth dies of old

age, the disposition of his case is of no use to his business or his widow. "In the case of Cincinnati, New Or leans and Texas Pacific Railway Company vs. Interstate Commerce Commission, 16 U. S. Reports, p. 196, etc., the Suprem Court of the United States has condemne the present practice, proposed to be continued under the Cooper-Quarles bill, an

tinued under the Cooper-Quaries bill, main salistance approved of the change that I propose in the following language.

"We think this a proper occasion to express disapproval of such a method of procedure on the part of the railroad companies as should lead them to withhold the larger part of their evidence from the commission, and first adduce it in the Circuit Coart. The commission is an admin enit Court. The commission is an adn istrative board, and the courts are only to be resorted to when the commission pro-fers to enforce the provisions of the star ite by a direct proceeding in the court, when the orders of the commission have been disregarded. The theory of the ac-evidently is, as shown by the provision that the findings of the commission shall he regarded as prima facic evidence, the the facts of the case are to be disclose before the commission.

Function of the Commission.

"Is it not very clear that all the exfound by the commission and that the appellate court only, with the right to re view both the facts and the law? Partie desiring to offer further evidence, or have further facts found, should be sent back by the court to the commission. If par-ties understood that the holding back of heir evidence would only result in their being sent back to offer it before the orig-inal tribunal, there would cease to be any such withholding in the first instance, and yet there would not be denied to parties the opportunity to supply omissions enused by accident or by changed con

"A worse feature of the bill than that just referred to is 'that the commission may at any time, whether before, or on notice to the court, during the progress of a judicual review of its action by the court former order, ruling or requirements.' This would enable a defeated party to prose cute at the same time two proceedings for review before two tribunals, and would lead to confusion worse confounded as the resuit. The commission should have n right to interfere pending proceedings of appeal in the court of transportation we less the case is sent back to the commi-sion by the court for further hearing.

Powers of Proposed Court.

"Notwithstanding the objection made thereto, it would seem only fair to car-riers that the Court of Transportation shound possess all the powers of a Circuit Court of the United States, including the right to issue temporary restraining ders, except as against the orders of the commission made under the first and sec-ond sections of the act which ought to go in force and remain in force pending appeal as therein provided. It would seem quite clear fiat all instrumentallities of railway, such as private cars and private car lines, termnais and terminal facilities, should be brought within the scope of rate regula-tions, otherwise we would oftentines grasp the studow and lose the substance "Many doubt with reason whether the

vast subject of rates, classifications and that other methods should not be tried until the effort begun in 1887 is carried as far as possible by perfecting and amend-ing the interstate commerce act as proing the interstate com I and then by giving its future opera tion a fair trial.

Waterways as Rate Regulators,

"The only effective and automatic regulator of railway rates that has ever exist ed is water competition under nation state control, and hence every opports in every part of the country to improv-and develop modern and up-to-date water ways by river, or canal, should have en-thusiastic and united support from th thusiastic and united support from the people. Such waterways are not only needed as rate regulators, but the freight blockades constantly occurring at all active centers and the consequent delay in handling freight and the damage thereby done to business, tell us that with the growth of, say, twenty-five years, the country will need not only all the railroad facilities then existing, but the co-operation in handling coarse freight of all the water highways that can be built and developed.

"President Roosevelt deserves the sup port of all citizens, regardless of party, in the noble stand that he has taken for

TO PREVENT DIFFICULTIES BETWEEN MASTER AND MAN

"The Industrial Question" was the

subject of the address by Rev. Thomas McClary D. D., who said in part: "An artist works upon his picture, then steps back and looks upon it from different view points, sees where the lines need changing and the shading and coloring touching up; then he gets at his work

"There is such a thing as keeping so closely at our toil as not to see its defects and consequently to labor at a disadvan-tage; and this is precisely the danger in the strenuous life of our business men. They are in danger of allowing business to bsoch their home duties, church duties and duties of citizenship, to determine their reading, thoughts, companions, con-versations, to break them down physically and mentally in early lite.

"Any little thing we can enjoy and do to brighten up the fields of labor should be one, and I take it that this banquet is

or that purpose.
"The real object of business is not the making of money, but the building into us of those qualities that make us men. And the general business is well calculated to do that. It develops activity of thought, demands patience through its perplexities, kindness through its relation to others, politeness through contact with customer's punctuality in meeting engagements, jus-tice in dealing, sympathy in bringing us telligence in managing affairs,

Business Man and Community. "These actions strike through the mere surface of our beings into their deepest na ture as trees strike roots far down in the soil. And these things are actual because we find the business men the real heart and brains of any community. They manage its affairs if they want to plan its ex-tension, support its philanthropies, con-tributing to every interest, from the poor fellow who brings his subscription paper for a little help because he lost his house, up to the building of a hospital or endowment of a college. They manage the great concerns, distribute the products, circulate the money, employ the people and place within our reach the supply of our wants.

within our reach the supply of our wants. All of which shows the developing power of business upon manhood.

"The real object of business is the development of manhood. If you work twenty years and make a living and find a nobler man, you have made a success. If you make money and lose self, you have made a failure, and that is the meaning of 'what shall it profit a man if he gain the whole world and lose his own soul?"

"it will brighten up the business life if we will carry it on in the interests of others as well as ourselves. There is danof being selfish. To come in touch with others and have them feel that we have their good in view will carry pleasure to them, which will react upon ourselves. A business that helps the world is worth carrying on, and no other is,

Cheerfulness in Business.

"It will help in the struggle of business if we take into it those qualities of mind which are attractive and sustaining. There is much to perplex and annoy, but there is a condition of mind that manages these without disturbance. Cheerfulness is one of the most attractive and helpful things in business.
"There is a condition of mind that

draws without saying a word, and there is a condition that repels without a word is a condition that repels without a word being said. I went into the office of an opticinn in your own city and was treat-ed so gentlemanly I told him that I eer-tainly should go there if I needed any-thing in his line. I went into a store else-where and so gentlemanly were the clerks that a bought several articles, though I only intended to buy one.

"Another thing that would brighten up the business world would be a proper rela-tion established between the employer and employed. The agitation between these two necessary factors in business keeps both parties in uncertainty and unneces-sary care. It grows out of the fact that many who are employed have no interes many who are employed have no interest in their work, except to get out of it their money. They are unqualified, careless and indifferent. They have no interest of the employer at heart. It is hard, as every employer knows, from the woman who man.ages her kitchen up to the President of the United States, to find competent trusty servants, people who can be relied to the process of the competency of the co on seven days in the week, whether in farm.

Arrogance and Its Effects.

"Then many employers are proud, arrogant, self-willed and look upon their people as so many brushes with which they are to paint a picture on the cauvas, as chisels with which to cut out the marble, and not as having bodies, minds, hearts, families to care for.

"The lack of care, interest and kindness on the part of employers causes clouds to

"The lack of care, interest and kindness on the part of employers causes clouds to form over the laboring man's sky; and these clouds meeting the one that the employee throws over the employer's sky, there is a storm that threatens injury.

"It seems to me the employer should pay a wage sofficient, with proper industry and economy, to provide a wholesome living, education for the children, and a little to put aside for a rainy day. That the hours of labor should not be too many, so that life becomes wearisome and the work dangerous. The railroad companies have committed the erime of overworking their men and have brought destruc-

To Make Labor Wholesome.

"There should also be proper, whole-some and helpful conditions in which to labor. The mine cannot be made beauti-ful, but it can be made fairly safe. The store may not be a palace, but it can be freed from offensive odors, provided with pure air and natural light. We cannot make any server expensive surface as a but

danger there is.
"If we could get a proper relation between could get a proper relation between employers and employees, how it would brighten the lives of both. It would serve to brighten up the business world it we would get in the habit of looking upon the bright side of life. It has its bright side as well as its dark side. W

"One is not likely to find a career is business in which he doesn't find pleas Talk your business down and other will do the same, think it down and others will talk it down. Think business over, talk it over, find it bright and cheerful, and others attracted by the fight you turn on, will find their way to your establi

PRACTICAL FORESTRY IN THIS STATE DISCUSSED

In a comprehensive address on "Praccal Forestly" Eugene S. Bruce, who de-scribed himself as a "converted lumorr-man," strongly urged the repeal of the constitutional amendment that prohibits the removal of any timber from any New York state forest. Mr. Bruce is connected with the Bureau of Forestry, United States Department of Agriculture, He is officially designated a "lumberman." His address follows: address follows:

"Gentlemen of the Rochester Chamber of Commerce, it is a pleasure to me to have this opportunity of speaking to you on the subject of practical torestry.

"A reformed scalawag often makes law-abiding citizen. Then why should no a converted lumberman make a good for ester? Not many years ago I was an ac tive member of that great army, who, for nearly 300 years, have been chopping away at our forests with an eye only to imme diate profit, and perhaps I am none the worse forester for having been a lumber-man. It is not only as a forester, but as a lumberman also, that I want to say a

few words to you about practical forestry.
"If we consider details, there is a vast number of ways of handling a forest. If we consider policy, there are only three. One of these is to harvest its product with a view only to present returns. That is ie ordinary way, the lumberman's way It is a policy whose inevitable consequence in the long run would be the destruction of the forest, and the extinction of the lumber industry.

"Another policy in forest utilization i to preserve it by wise use. That is the Practical Forester's way, and I am glad to-day it is very rapidly growing to be the lumberman's way also. The result of praproduction of a supply of timber which yields good financial returns without dipreciating the capital stock—the forest.

Most Extravagant Policy.

"Still another policy is to lock the for st up, so to speak-to protect it from fire and other dangers, which is excelled but to protect it also from any form a utilization, which is foolish. This neither the lumberman's way nor the for ester's way, but the most extravagant pol-icy of all, in its results, although its in-tention may be entirely praiseworthy. And that, gentlemen, is the policy under which our New York state forest is administered. Until the constitutional amendment for-bidding the cutting of any state timber is repealed, we will continue to throw away each year enough money to pay all the expenses of caring for the preserve and to leave above and beyond that a consideraand increasing balance.

endment may have saved the Adiron state of New York is not now in a postion to lumber its own orest conserva-tively, without danger. The preserve is now, as a great health and pleasure re-sort, yielding returns of incalculable value to the wellbeing of the state, and consenently of the nation, but before servative methods, a constant and increas-ing supply of wood. To lumber the prealth and pleasure resort or as a gam refuge. Moreover, it would, through util-izing timber which under the present pol-icy will continue to rot upon the ground, formed, hormounth. the employment of labor, and in no small measure the continued prosperity of the northern portion of the state, largely de-

"When the conservative man of business has money lying idle, he puts that money to work in a staple enterprise which yields a reasonable profit. He does not in the ground or hide it in the The state of New York is not garret. The state of New York is not only failing to put its money out at interest, it is throwing the money itself away. It would be poor business policy for a farmer to raise a crop of wheat and to let it moulder on the stalk rather than to harvest it. In exactly the same way it is poor business policy for the state of New York to expend large sums annually for the protection of its forests and to for the protection of its forests and to let the trees reach maturity, full and de-cay for lack of use. The failure to util-ize the product of the Adirondack preserve is in no sense laying up a store of timber for future generations, for it is a well established fact that production in an un-tonched forest is practically at a stand-still. What is gained by the growth of detouched forest is practically at a stand-still. What is gained by the growth of the chrifty trees is offset by the decay of oth-

Central Library of Rochester and Monroe County

ers, and the total amount of standing remains practically the same.

"I take the point of view that it is the duty and province of the state, just as it is the duty and province of the individual, to make the most that it legitimately can out of what it has. I am unable to see why timber whose actual growth represents a return of many thousand dollars a year should be wasted, and I make upon ened one of you as business men, as men of affairs, to give force and direction to the movement to repeat the constitutional amendment which probablis the conservative removal of any timber for any reason from the state forest.

"The state may well follow the example

"The state may well follow the example of the foleral government, which upon its sixty odd million acres of forest reserves is now, under the direction of the Bureau of Forestry, putting into effect the sale of mature timber, to be removed under con-

Work of Bureau of Forestry.

"Six years ago that bureau was a di-vision but little known outside of Washvision but little known outside of Washington. It spent about \$20,000 a year and it had ten members. It has for the coming fiscal year an appropriation not far short of a million dollars, and well on toward a thousand employees.

"I am not here to catalogue the achievements of the bureaut. But to you as men intimately concerned in our industrial life. I believe that a definite statement of the processment's no life in its forest work will

I believe that a definite statement of the government's policy in its forest work will appeal. The Bureau of Forestry is not doing the major part of its work at the desk or in the laboratory, but in the woods. It is facing the forest problem, which President Roosevelt has called the most vital internal problem in the United States, in a businesslike way. It is keeplar the practical ascret of its work coning the practical aspect of its work con-stantly before it. The bureau costs the people, as I have said, nearly one million dollers of public money each year, but it which it has original ,-it is actually saying seven million dolars a year to the naval store, industry of the South, and at the same time purion that industry on a

permanent basis.
"The average New York citizen has had neither the time nor the opportunity to look up the matter of state forests sufficiently to satisfy himself as to the best look up the matter of state forests suffi-ciently to satisfy himself as to the best policy to pursue. He is chiefly desirous that the state forests be protected and maintained as a perpetual health and pleasure resort, and as a protection for the headwaters of the rivers. He would be pleased to have some system of forest management put in operation which would produce a revenue and make the forests of the state, in a measure, self-supporting. of the state, in a measure, self-supporting, continue the lumber industry, and furnish employment to a large number of citizens of the state, provided always that the system inaugurated should not impair the chief use and beauty of the forests.

Officials Must Have Power. "To bring about these desirable results, the officials in charge of the state forests must be invested with power and authority to decide what method of treatment will best serve the requirements of cach particular tract. They should possess a sufficient knowledge of practical forestry to know that the results will justify the course decided upon. They should have the authority, executive ability, financial backing, and the requisite business qualiwith them, and have the staming to coninue such ireatment as a careful study f each tract should cause to appear ad-"Wise management of the state forests

must melide as a business qualification, and a very necessary one, the ability to determine necurately the value of the timber stumpage on the different tracts ac cording to their locality, and no timber should be disposed of on any state land until a just minimum price has been fixed upon the stumpage to be sold. All timber sales should be thoroughly advertised prior to the sale in the leading newspaper sold to the highest responsible b scaled bids in every case with the right. scaled bids in every case with the rights reserved to reject any or all bids, which should be done in every case if no bids exceed the minimum value placed on the stumpage; a bond to be required to insure payment for the stumpage, and the faithful carrying out of the rules and regulations prescribed to govern the curring and removal of the finiter sold,

"Judicious management of the state for ests would in many instances require the application of several different methods of treatment on one township, since a policy which would be advisable on one particular portion would not be advisable in another portion of the same township.

Practical Men Required.

gement and treatment that should be used for the different localities can only be made by men who are not wedded to some favorite theory, but are willing to adopt the method which is most desirable for the particular locality upon which they are en-gized, who can lose sight of self and the-ory entirely, and after carefully looking over a fract, decide impartially and wisely what will be the best course to pursue with that particular trace, using any or all of the methods best calculated to bring about the desired result on that especial tract, or, if there have been none formu-lated that will serve the purpose, they should have a sufficient knowledge of the

in the treatment of the fract in question. "There is to-day upon state land in the Adironalecks a large amount of finher which should be removed and marketed, for the very apparent reason that the more mature trees are constantly dying and go-ing to decay, and the state is unwisely losing money by allowing them to thus be-come ansalable. It would be a better policy to utilize such thater when it is possible to do so without serious injury to the forest. The moneys derived from the sale of timber could be pheed in a separate fund and used only for the purpose of purchasing forest land to consolidate the park, for replanting, waste as builted areas, or other desirable work for the improvement of the state forests. The sale of the timber when advisable and the use of the revenue derived from the sale of the purchase a forest land inside of the proposed boundary lines of the Adirondack Park would be a long stride toward con-Park would be a long stride toward con-solidating the state forest.

Perpetual Maintenance.

"Any system of public forest management should have as its foundation the perpetual maintenance of the forest to conserve and regulate the streamlow. The conserve and regulate the streamlow. The conservative removal of the mature timber should be considered as of secondary importance, and be done only in such manner that no serious damage be caused to the remaining forest, nor should the natural beauty of the forest be marred more than absolutely necessary may its expect. ural heauty of the forest be marred more than absolutely necessary, nor its capability of natural reproduction injured. In no place in the Adirondacks should so much timber of any species he cut as to make it necessary to raplant, since this method will so open up the forest and break the sheltering foliage by removing the large-topped trees as to allow the unobstructed rays of the hot summer sun and the summer wind to dry up the moisture of the unprotected earth in a far greater degree than in those portions of the forest where but few trees are selected, and the protecting cover remains practically unbroken.

NEARLY THREE HUNDRED MEN AT THE TABLES

ander.
Charles J. Brown, B. G. Besnett, W. Ballintine, George A. Bowman, William Bausch, Edward Bausch, William C. Burr, Fred G. Beach, F. A. Browsell, W. C.

Graham, M. E. Graham, Louis Gander, Wibors S. Grant, M. G. Goddard, W. J. Graham George B. Graham, J. W. Germalaw, H. H. Garfield.

H. B. Hathaway, W. J. Humphrey, Charles A. Hawley, John R. Howe, William R. How and M. D. S. B. Hershey, A. B. Honder, W. E. Humelbaugh, I. B. Hondrickson, George J. Haftner, William Dr. Layes, Charles E. Higley, William H. Hunter, James L. Hotschiss, J. F. Hutchings, Caprain R. P. Hobsen Joseph S. Huon, Dr. V. A. Hoard, M. P. Howell, George C. Haines, Dr. M. F. Hulland Dr. A. C. Hermanee, William A. Hubbard Jr., Dr. E. R. Howard, Rey. J. F. W. He maken.

karup.
John M. Ives
G. R. Johnson, L. R. Jones.
J. C. Kathlifelsch, M. D. Knowlton, F. J.
Knowlton, J. George-Kaulbert, William Karl
John J. Karle, William J. C. Karle, R. C.
Kork, W. Karler, C. A. Keeler, R. C. Kerk

her.
Ed. B. Leary, Carl F. Lomb, George Lon-er, W. S. Lysle, A. B. Lamberton, Charle E. Lyon, W. C. Likly, C. A. Llylingston, Wi Rinn Elylingston, George A. Leou, S. C. Lang low, T. W. Larkin, Rev. Dr. Max Landsber, Samot, Lafaye,

Smith, Jacob Tegil, Frank Thomas, J. L. Transne William J. Trimble, A. J. Townson, F. C. Trotter, F. S. Todd, G. H. Towner, J. W. Taylor, Joseph A. Tatt, Free K. Thompson

Taylor, Joseph A. Talf, Fred K. Thompson, F. C. Tanger,
Henry J. Utz.
Peter A. Vay, Allison C. VanAllen, Charles R. Aradale,
Julius M. Wile, Dr. J. L. Weller, J. L.
Weller, Jr., Arthur Warren, L. G. Wermere,
Julius M. Wile, C. W. Wels, Joseph H.
Wels, C. F. Wray, William H. Wray, L.
Willard, Julius L. Wile, S. J. Warren, Philip
Wilk, J. H. Whitheek, Delees H. Wray,
Charles A. Webstor, W. L. Wisner, W. E.
Webb, A. C. Walker,
Elimer G. Zferes.

NOVEL FEATURES

Colonial Hall Decorated in Green and White, Transformed it Into a Veritable Woodlawn Scene,

ORATORY, MENU AND MUSIC WERE UP TO OLD STANDARD

Colonel Pope, Captain Hobson, Hon. John D. Kernan, Rev. Dr. McClary and E. S. Bruce the Speakers.

The seventeenth annual dinner of the Chamber of Commerce passed into instory, ast night leaving in its train a host of pleasant memories and adding another to the long string of successes scored by this premier banquet giving association of Rochester. The standard of the pass bank bearing association of Rochester. of the past has been too high to hope on outh succeeding year to reach nigher and higher; it is the simple fact, howall points repeal to any banquet given since the Chamber of Commerce infunction seventeen years ago.



Toastmaster.

In one point a new record was made, Never in its history have there been seen such elaborate decorations as were seen at Colonial Hall last night, Green seen at Colonia! Hall last night. Green and white were precioninant. The key of the decorations was flora!. The walls were almost hidden with wild smiles, from Alahama, the only other color appearing, being eight small standards of national colors on the side walls. The arrangement of the electric lights was imique. The electric bulbs at the conserver, table was hidden and in the sponkers' table were was a bank of flowers, making a setting

of a typical woodlawn scene,
A new feature of arrangement that
thet with general approval was the use or a large number of small tables in place of long rows of tables as in former years. This divided the company into groups averaging about ten, bringing to-



Eugene S. Bruce.

The Menu.

The banquet, served by Teall was up to the highest standard, as the following menu will evidence:

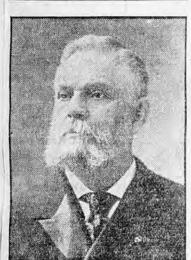
Cape Mays
Soun a la Russia
Salmon Cutlet, Hollandaise
Sweetbrend Timbale, Sauce a Panglaise
Ellet of theef, Mushrooms
Bernuda Potatees
Valley Peas

Maraschino Punch Philadelphia Squab Salad a la Japaneso Individual Fruits and Flowe Assorted Cakes
Requefort and Cream Cheese
Crackers
Salted Almonds
Peppermints

Musical Selections.

Maurice Moll's Orchestra, stationed in the gallery above the banqueters, discoursed music, frequently eliciting cheers from the listeners. The audience and remained standing not only American patriotic tunes were play but the entire crowd rose with caud of the Green" for which sevral encores were demanded. This was the list of music, to which a number of other seections were added by request:

March-Chumber of Commerce., Garra



Col. Albert A. Pope. Toast: 'Good Roads

Gems of Stephen Foster ... Selection-Sergeant Kitty ... March-Ey Hight of Sword .

The Introductory Remarks.

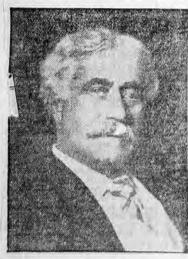
'After the menu was disposed of all drew up their chairs, lighted their cigars and sat down to enjoy the feast of oca-tory to follow. T. B. Dunn, the retiring president, called the assemblage to order.

After briefly thanking the members of the Chamber of Commerce for the courtesy with which they had treated him as president, he introduced the toastmaster of the evening, Deputy Attorney General Horace McGuire.

Mr. McGuire declared his intention at the outset to make no jokes and to leave the s, eechmaking to the speakers. He held fairly well to his promise, barring a few lokes that he claimed he had heard since he entered the hall. In introduc-tion, he presented Mayor James G. Cutier. Mayor Cutler was honored by the entire assemblage, who arose an cheered him before he started to speak.

The Mayor's Welcome.

"In the presence of this inspiring and company of business



Hon. John D. Kernan.

Toast: "Interstate Con

en," said the Mayor, "there is a temp tation to talk for the city, to appeal f a higher civic patriotism, to suggest some few of the many desirable things which we might achieve for the municipality of which we are all so proud. But the Mayor said he would not take the time that belonged to the guests of the evening. It was his agreeable duty to act as a prologue to the post prandfal

Told of His Work on Behalf of Good

Roads in This Country. The toastmaster introduced as the first speaker, Colonel A. A. Pope, whose sub-lect was "Good Roads." He said he started in business as a clerk at \$4 a week and has become deservedly one of the wealthiest and most honored of American citizens. "He is easily a Popo among his fellows," he said, "yet the father of Good Roads. The Colonel bus tired many a bicycle, tired many a oble, but never an audience. Colonel Pope was heartily greeted and spoke for half an hour in an off hand, breezy entertaining way without manu-

script or notes.

In introduction, the speaker referred in a jocular way to the fact that he was 60 years of age-"the chloroform age," he assed

amid laughter. amid laughter.
"It is," he continued, "a solemn thing—this good roads business. My interest in good roads begin in 1877, when I learned to ride the high wheel. Then I began to search for good roads and found how scarce they were, I became interested in the me who were pushing the cause of good reads. I made my first speech on the good roads uestion before a national convention of rriage builders in Syracuse. The presi crowd. Then he went away and left me

"Wherever there are good roads, there is good civilization. Where the roads are poor there is poor civilization. I hate to say the to you in New York State, the richest stat



Captain Richmond Pearson Hobson. Teast: "Our Navy in Relation to Our

is far more valuable than a farm five miles from the city on a bad road. Even the rall-roads are waking up these days and Anding that good highways prove good feeders for

For Benefit of Next Teneration. "In Massachusetts we could easily us \$2,000,000 on the improvement of our roads, but the state of Massachusetts is cons rvative and will not spend anything like the We are doing good work, however, and the

next generation will find fine roads leading into every town in our state, "Only a few years ago there was not a single institution in the United States that could turn out a road engineer. They grad-uated civil engineers, mechanical engineers, engineers for every other sort, but those not know how to build a road. They think the way to go at it is to dig gravel and late the center of the road to be worn in place by traffic. You must have good foundation first, then you can build a good road. With a proper foundation we can have roads that will last for thousands of

"Let us do all we can for good roads. can sell more automobiles than I can

CAPTAIN HOBSON'S ADDRESS. Hero of Merrimac Fame Was Warmly

Greeted by Audience. The toastmaster in introducing the next speaker. Cantain Richmond Pear-



Rev. Thomas McCleary, DD. Toast: "The Industrial Question

"The only true foundation for com-mercial presperity is security. It is vain to build up commerce internally at home if we are liable to destruction from without. The great difficulty facing us is that those who are busiest in building up our inside commerce are apt to for get this danger from without. History is strewn with the wreck of nations who neglected to protect themselves. They thought too much of building and too little of protecting. The nations which have succeeded and endured are those which combined the capacity for building with the capacity of defending them-

"The world is much the same to-day as it was 100 or 1,0000 years ago. The same weakness that brought about the downfall of the nuclent maritime nations is only too evi-dent in our beloved country. This earth is full of destroying agencies and the greater the prosperity of a country the greater are the inducements for its destruction by other nations. For secur-ity you must have organized power. This can be had through armies, or navies. The difference is that armies require a great many men; they take the men from their work and this hinders commerce and our industries. The navy requires many ships but compara-tively few men. Other things equal, the nation that can defend itself through its navy is tre one that is go-ing to drive the other nations to the wall.

American Navy All Important.

"Liberty and liberalism have been nursed by the nations and peoples that have power in the form of ships. The at cities developed their high civilzation through their shipping and only the galleys of Rome. The American re-public is the only great nation in the world to-day without powerful enemies on its land frontier. All European matiens are thus embarrassed and it is for this reason they are obliged to keep large standing armies. Our security can be preserved entirely by naval power. Navies, I believe, are to be the agencies making liberty universal on this

"Your great purpose is to foster com Do you know that as I am talking t ou here to-night more than one-half or the factories in America can be de-stroyed from the water? It is folly to think you can stop this with fortifica-

Navy the Only Protection.

"We must look to the protection of all United States factories by meeting the enemy on the high seas. After producing your wares you must see to the distribution of them. Much of your domestic commerce is carried on your internal waterways. You must look to the navy to keep these water ways open. Much of our property goes onto the great highways of the world. Last year goods worth over a billion and a haif of dollars were carried on the high seas. Only the navy can protect this commerce.

"If the great nations of Europe were at war they would not hesitate to stop our ship loads of foodstuffs unless we can command their respect with a formidable navy. More than this, we must take care of the markets. This is the great business question for America today. We produce the staples needed by all mankind and are only on the threshold of America's future prosperity which depends on the great new markets open-ing up across the seas. We shall soon reach overproduction in almost all lines

unless we can reach these markets.
"Congress, after spending \$1.500,000,000
on other things, tried to establish a reputation for economy by cutting the pal try appropriation of \$20,000,000 for our navy. The commerce you have at heart can have security alone through our navy depends the peace of the world."

"INTERSTATE COMMERCE."

Hon. John D. Kernan of Utica, Former State Railroad Commissioner, Spoke.

Hon, John D. Kernan of Utlea, who spoke on "Interstate Commerce," was the next speaker. He was listened to nen who were naturally much interested

in his topic. In part he said:
"The act to regulate commerce, approved February 4, 1887, was the determination of Congress, after many years of agitation and state legislative exper-iments, that the relation between the people and the rallroads should be regulated by a national statute, broad enough to cover all interstate commerce by rail, and at the same time should b onservatively experimental and de ests concerned. The reasons that led to this determination were briefly these; "First-That the common law, the quate to afford any practical relief as between shippers and carriers, or even between carriers themselves, as had been

found out in England, the home of the common law, as early as 1854. "Second-That the competition of car-iers, markets, and waterways was even then such a constantly diminishing fator in the expansive conditions of the

judicial functions, must create a com-mission with the judicial power to de-clare an existing rate to be unjust and the legislative power to determine what it should be thereafter. If a 10-cent rate is right, it is idle to adjudge a 20-cent tate wrong unless the authority so de-claing can compet the reduction to 10 cents, because otherwise the carrier can | forever defeat justice by simply reducing to 19 1-2 cents, and by then standing pa until it evades the next decision a it, by reducing the rate to 19 1-4 cents, and so on, ad infinitum.

Railroads Raised Rates.

"On January 1, 1900, the railroads raised rates on 849 articles about 31 p cent and lowered them on only 6. This was done in the face of revived business litions and of lower cost, owing to improved methods and econcreased tonnage and larger loads that more than offset higher prices for labor Railroad earnings since then show this fact. "It is certainly a serious objection to the proposed bill that it permits the giv-

ing of any evidence before the court of transportation. This will permit carriers, as at present, to withhold the facts beore the commission and then to drag out and delay proceedings by a trial de novo upon the facts before the court, "Is it not very clear that all the evidence should be taken and all the facts found by the commission and that the court of transportation should act as an Appellate Court only, with the right to review both the facts and the law? Parties desiring to offer further evidence, or have further facts found, should be sent back by the court to the commision. If parties understood that the holding back of their evidence would only result in their being sent back to offer it before the original tribunal, there would cease to be any such withholding in the first instance, and yet there would not be denied to parties the opports to suuply omissions, caused by accident or by changed conditions.

"A worse feature of the bill than that just referred to is 'that the commission may at any time, whether before, or on ice to the court, during the proof a judicial review of its action by the court of transportation, reopen its proceedings in any case and modify. pend or annul its former order, ruling or requirements.' This would enable a defeated party to prosecute at the same ime two proceedings for review before two tribunals, and would lead to con-fusion worse confounded as the result. The commission should have no right to erfere pending proceedings on appeal in the court of transportation unless the the court for further hearing.

Regulation by Commission.

"Many doubt with reason whether the vest subject of rates, classifications and regulations for carriers can ever be en-tirely and satisfactorily regulated by statutes or through commissions. I share this doubt myself, but at the same time believe that other methods should not be tried until the effort began in 1887 Is carried as far as possible by perfect-ing and amending the interstate commerce act as proposed and then by giv-ing its future operation a fair trial. The only effective and automatic regulator of rallway rates that has ever existed is water competition, residently state control, and hence every opportun ity in every part of the country to improve and develop modern and up-to-date waterways by river or canal should have enthusiastic and united support from the people. Such waterways not only needed as rate regulators, but the freight blockades constantly occuring at all active centers and the co quent delay in handling freight and the damage thereby done to business, tell us that with the growth of say, twents-five ears, the country will need not only he railroad facilities then existing, but freight, of all the water highways that i can be built and developed.

port of all citizens, regardless of party, in the noble stand that he has taken for interstate commerce act amendment, and until he succeeds, as succeed he will, there should be no faltering in the backing and encouragement given to him by the people in the fight that he is making in their behalf.

DR. M'CLARY'S PLEA.

Eloquent Minneapolis Divine Discussed "Industrial Question."

Rev. Dr. Thomas McClary of Minnes followed, speaking on the "Intaining on the list. In part he said: "An artist works upon his picture, then

steps back and looks upon it from different view points, sees where the lines need changing and the shading and colring touching up; then he gets at his ork again,

"There is such a thing as keeping so sely at our toil as not to see its declosely at our toil as not to see its defects and consequently to labor at a disadvantage; and this is precisely the danger in the strenuous life of our business men. They are in danger of allowing business to absorb their home duties, church duties and duties of citizenship to determine their reading, thoughts, companions, conversations, to break them down physically and mentally in

Real Object of Business.

"The real object of business is not the making of money, but the building into us of those qualities that make us men. And the general business is well calcu-lated to do that. It develops activity of thought, demands patience through its perplexities, kindness through its relato others, politeness through con act with customers, punctuality in needing engagements, justice in deal-ness, sympathy in bringing us into the mowledge of necessities and intelligence ii managing affairs.

"These actions strike through the mere These actions strike through the mere surface of our beings into their deepest nature us trees strike roots far down in the soil. And these things are actual because we find the business men the cal heart end brains of any Its affairs if they want to, plan its extension, support its philanfrom the poor fellow who brings his subiption paper for a little help because lost his house, up to the building of hospital or endowment of a co. ribute the products, circulate the money, ploy the people, and place within ou reach the supply of our wants. All of which shows the developing power of business upon manhood.

The real object of business is the deder man, you have made a success. f you make money and lose self, you made a failure, and that is the he gain the whole world and lose his

"It will brighten up the business life if we will carry it on in the interests of others as well as ourselves. There is danger of being selfish, To come in that we have their good in view will upon ourselves, A business that helps he world is worth carrying on and no

It will help in the struggle of business if we take into it those qualities of mind which are attractive and sus-taining. There is much to perplex and amoy, but there is a condition of mind that manages these without distu Cheerfulness is one of the most attrac-tive and helpful things in business.

There is a condition of mind that draws without saying a word, and there being said. I went into the office of an optician in your own city and was treated so gentlemanly I told him that I certainly should go there if I needed any-thing in his line. I went into a store elsewhere and so gentlemanly were the clerks that I bought several articles, though I only intended to buy one,

Relations Between Two Classes.

"Another thing that would brighten up the business world would be a proper relation established between the em-ployer and employed. The agitation between these two necessary factors in business keeps both parties in uncer-tainty and unnecessary care. It grows out of the fact that many who are employed have no interest in thele except to get out of it their money. They are unqualified, careless and indifferent. They have no interest of the employer at heart. It is hard, as every employer knows, from the woman who manages her kitchen up to the President of the United States, to find competent trusty servants, people who can be relied on seven days in the week, whether in store, bank, railroad, kitchen, office or farm.

"Then many employers are proud, arrogant, self-willed and look upon their people as so many brushes; with which they are to paint a picture on the canvas, as chisels with which to cut out the marble and not as having bodies, minds, nilles to care for,

That boy in the office, bank or store, getting perhaps, out of the way, if you would put your arms on his shoulders and talk to him as a father to a son, you inight serve the noble manhood of which he is capable. The lack of care, Interest and kindness on the part of emlaboring man's sky; and meeting the one that the employe throws over the em-ployer's sky, there is a storm that threatens injury.

The Wage Question.

"It seems to me the employer should pay a wage sufficient with proper induslying, education for the children, and a little to put aside for a rainy day. That the hours of labor should not be too many, so that life becomes wearisome and the work endangers. The rallroad companies have committed the crime of overworking their men and have brought destruction to many lives. "There should also be proper, whole-

some and helpful conditions in which to abor. The mine cannot be made beautitore may not be a palace, but it can be from offensive odors, provided with pure air and natural light. We cannot make car couplings entirely safe, but the ... arrangement, compelled by the govenment shows how little danger there is,
"If we could get a proper relation between employers and employes how it
would brighten the lives of both. It
would serve to brighten up the business We are so inclined to look upon

ness in which he doesn't and ple

ure. Talk your business down and others will do the same, think it down and other will talk it down. Think business ub, talk it up, find it bright and cheerful, and others, attracted by the light you turn on, will find their way to your establishment."

PRACTICAL FORESTRY. Eugene S. Bruce of Forestry Depart

ment Makes New Sugegstions. ment Makes New Sugegstions.

The concluding speaker on the list was Eugene S. Bruce, who is connected with the Department of Forestry at Washington. His topic was "Practical Forestry" and he talked facts in a siedge hammer style that impressed his hearers. His ideas were somewhat novel but he was so familiar with his subject and so carriest in its presentation that he gained and held attention from start gained and held attention from start

be gained and held attention from start to finish. In part he said.

"If we consider details, there are a year number of ways of handling a forcest. If we consider policy, there are only three. One of these is to harvest its product with a view only to presur returns. That is the ordinary way, the lumberman's way. It is a policy whose heevitable consequence in the long run, would be the destruction of the forest, and the extinction of the lumber in. nd the extinction of the lumber in

and the extinction of the lands.

"Another policy in forest utilization is to preserve it by wise use. That is the practical forester's way, and I am glad to say, it is very rapidly growing to be the lumbernan's way also. The result of practical forestry, in a word, is the continuous production of a supply of timcontinuous production of a supply of tim-ber which yields good financial returns iout depreciating the capital stock-

Still another policy is to lock the forest up, so to speak-to protect it from fire and other dangers, which is excellent, but to protect it also from any form of ntilization, which is foolish. This is neither the lumberman's way nor the forester's way, but the most extravaits intention may be entirely praise-worthy. And that, gentlemen, is the policy under which our New York State forest is administered.

Repal Constitutional Provision.

built the Constitutional amendment forblidding the cutting of any state tim-ber is repealed, we will continue to throw all the expenses of casing for the preserv and to leave above and beyond that, a considerable and increasing balance.

"I take the point of view that it is th duty and province of the state, just as it is the duty and province of the state, just as it is the duty and province of the in-dividual, to make the most that it legit-imately can out of what it has. I am unable to see why timber whose growth represents a return of many thousand dollars a year should be wasted, and I urge upon each one of you as business men, as men of affairs, to give force timber for any reason from the state for-

"I am particularly glad to have had an opportunity to say a word about prac-tical forestry before this great body, which has already gone on record as a friend of forestry, because forestry is no longer an abstract question, but it is above all a great commercial question which such bodies as the Roches ter Chamber of Commerce have to deal.

"It is a question which government enterprise, no matter how well directed,
can never entirely solve. The vast bulk of the forests of the United States are in Drivate hands, and it is from them hat our future timber supply must chiefly come, but it is within the power of your organization to aid enormously-by percept and example in furthering the better use of the forests of the Empire State, upon which our continued industrial prosperity, and economic equilib-rium, in no small measure depends," It was promised that the speaking would end at 11 o'clock but the promise was not made good. Most of the ban-queters caught the midnight cars, how-ever, and there was no complaint on

SEVENTEENTH ANNUAL wares DINNER OF ROCHESTER CHAMBER OF COMMERCE

de to prove the tra- | | complaint, We have an son)

FRIDAY, MARCH 17, 1905.

In Point of Speakers, Decoration, Menu, Music and General Effect the Most Successful Ever Held by Local Business Men.

Colonial Hall, Decorated in Green and White, Presented a Most Attractive Scene-Artistic Menu Cards.

Speeches by Col. Pope, Captain Hobson, John D. Kernan, Rev. Dr. Mc-Clary and E. S. Bruce-Horace McGuire Toastmaster-Those Present-The Committees.

" A more successful dinner was never given in this city," was the sentiment expressed by many of the guests as they left Colonial Hall at an early hour this morning after attending the seventeenth annual banquet of the Rochester Chamber of Commerce. For months past the different committees in charge have worked hard and given generously of their time to deserve praise, and it was a proper reward for their long and untir

The speeches were uniformly good and the widely diversified subjects were arranged in such a manner that each made the best possible impression, those in a light and bantering vein being interspersed with those of a more serious and deeper trend. The chamber was for-



HORACE MCGUIRE.

Toastmaster. unate in securing men who were no only well versed in their different subets, which in every case was the f years of careful study and a might be termed a "hobby," but added to this, possess the power of cratory. The decorations were the most claborate ever attempted in this city and great credit is due to Winfred Smith, who d personal charge of this matter. The

sight that awaited the guests when they entered the banquet hall from the recep-tion, which had been held in the basement from C until nearly 7 o'clock, was one of indescribable beauty and took one from the rigors of a northern winter to the farthermost bounds of the sunny south. The green and white of the walls was adhered to in the decorations of the different tables, on each of which was a centerpiece of some kind of ver but flowers. At each pince, in perfect ha mony with the whole was a menu card of the most defeate and artistic design. The cover was of a delicate a fitting tribute to Capt. Hobson, inside of which were the monu, the different committees, the musical selections and the list of guests. These cards were designed and printed at the job printing department of The Union and Advertiser. The committees, as given on the sec-ond page of the menu, were

Reception Committee-James G. Cut-George F. Roth, Clinton Rogers, Egbert F. Ashley, William C. Barry, Edward Bausch, John N. Backley, Henry C. Brewster, Charles T. Chapin, Max Brickner, Charles J. Brown, Benjamin E. Chase, P. V. Crittenden, E. T. Curtis, Michael Doyle, W. H. Duffett, Gustay Erbe, James S. Graham, H. B. Hathaway, James L. Hotchkiss, A. B. Lamberton, S. C. Langslow, D. B. Murphy, J. Y. McClintock, William Pitkin, E. W. Peck. Rush Rhees, E. P. Reed, F. A. | your kindness in desiring my p

Stecher, F. S. Todd, A. J. Town L. Vay. Herbert Wadsworth, L. G. Wet-nore, John C. Woodbury.

The Dinner Committee-Robert A.
Badger, chairman: Carroll E. Bowen,
William C. Barry, Jr., Charles F. Garfield, John M. Ives, J. George Kaelber,
Winfred J. Smith, Julius M. Wile, Willam H. Wray.

Ham H. Wray.

The ushers were William C. Likly, E.
W. Burton, C. M. Flsk, W. C. Predericks, W. J. Graham, Henry F. Marks, I. J. Murphy, F. C. Trotter, William J. It was just 7 o'clock when, after Dr. C.

C. Albertson of Central Church had sald grace, the guests sat down to a sumptuous banquet. The menu was as fol-

lows:

Cape Mays
Soup a la Russia.
Salmon Cutlet, Hollandaise.
Sweetbread Timbale, Sauce a l'Anglaise.
Filet of Best, Mushrooms.
Bermuda Potatoes
Maraschino Punch.
Philadelphia Squab.
Salad a la Japanese.
Individual Fruits and Flowers.
Assorted Cakes.
Roquefort and Cream Cheese.
Concects.
Salted Almonds
Crackers.
Poppermints.

The wisdom of having small tables in oference to the long ones used in form-years was made very evident by the oriceable absence of restraint and for-active which usually deteriorates from ment of such functions. During he course of the dinner Moll's orchestra, which was in the gallery at the west end of the hall, played numerous selections,

airs, the guests standing and singing the It was about 9:30 o'clock when Thomas in whose honor the dinner was given,



are e and began the speech making. Mr. upport he had received during his term of office and then said that the credit for ary ives. Mr. Dung then introduced Attorney-General Horace McGuire,

Welcomed by Mayor Cutler.

Mr. McGuire made a short address and then introduced Mayor Circler, who said: "In the presence of this inspiring and representative company of business men, ings which, working together, achieve for the municipality of which we are all so proud, and to urge upon you the supreme importance of the public weither. But while these sentiments

"It is only my very honorable and most agreeable duty to not as a prologue to the post-prandial exercises, and briefly to greet the apeakers. At your request, for the chamber and for the city, of which L am in some sense a representative, it is my privilege to welcome the visiting speakers to the city, and to this

speakers to the edy, and to this com-pany, and to think them on your behalf for their attendance.

"It appears to me that the sincerity of this expression, and my appreciation of your kindness in desiring my presence

Col. Pope on Good Roads,

Toastmaster McGuire then introduced he first speaker of the evening, Col. Albert A. Pope, who, after announcing that he had no definite idea of just what he was going to say, gave a most inter talk on his favorite subject,

Good Roads." Col. Pope said in part "My interest in good roads began it the summer of '77, withen I began to ride a wheel. Bicycling called my attention to the condition of the roads. One day I was in the Parker House with William Henry Harrison Murray and another man who was in the carriage ousiness. This man was talking about the big carriage makers' association which he was a member, and which had a membership of 2,000 men. When he had got through talking about conditions affecting the trade, I said, 'You have orgotten to speak of the most important thing to carriage makers.' 'What is that?' he asked. 'Good roads.' I re-

ed.
"'What has good roads to do with the carriage makers' business?' this man asked me. 'Don't you make the most turned; 'and don't people buy the best carriages when they have good roads. and don't good roads, then, contribute to your business?" I got interested in my subject, as I generally do; and when I chanced to look up. I found that I had an audience of men who were seated at tables near us. When I stopped talking they applauded me. 'You must come to our convention at Syracuse,' said the carriage maker, 'and give a public ad-

dress before it."

Col. Pope told of his going to Syracuse. speaking before the association of carriage makers, and asking them to form a department for the improvement of roads. He suggested that they contribnte \$20,000 for this purpose, of which he would give \$1,000, but the association was not sufficiently interested in the matter to do this.

Col. Pope said that he made another address before the association the next year, suggested that \$10,000 be contribated for good roads, but no action was taken. He came to the convention the still unwilling to do anything for good roads, he decided to organize a department himself and to expend \$20,000 a year through it. This, Col. Pope said, he

did for five years.
"In doing this," said Col. Pope last night, "I rever mentioned the fact that I had a bicycle for sale. But the people said : 'There is a man who is working for good roads will make good bicycles."



CLINTON ROGERS. President Chamber of Commerce,

So I found people buying bleycles of me. I didn't start advocating good roads to advertise my business. I think I was honest—in the beginning."

honest—in the beginning."

Col. Pope advocated the policy of giving for worthy enterprises, and the giver, he said, should begin when he was making little, else he never would begin. In proof of this, he said that his busi-ness grew after he had begun to urge the building of good roads until its profit

was \$1,470,000 net a year.

"And," he added, "85 per cent. of it
was mine. For many years my income
was over \$1,000,000. It was due to philinthropic effort. You can't give away money philanthropically without having t return to you multiplied. The best noney I have is what I gave away." Col. Pope spoke of the growth of the

of the people became it subject. He urged that a greater inter est still be shown in the question, giving the advantage of improved highways. When he began agitating for good roa Col. Pope said, there was not a technica school in the country that graduated road builders; now, he said, there was scarcely a university or technical school in th stry that could not furnish trained

road engineers upon application,
The prime requisite in building a road,
said the speaker, was to make a good dation. A road with this would las said he, a thousand years; and the as-sessments for such a road, he said, might well be spread over forty or fifty year favor of the New York state bill, which proposes to appropriate \$50,000,000 wards building improved roads.

Reference was made to the rapid extension of good roads and trolley lin Col. Pope predicted that the automob would finally take the place of the horse

Captain Hobson's Address. After Col. Pope had finished speaking

marked: "Captain, I shall no longer think of you as a hero, but as an ora-

tor." Capt. Hobson spoke as follows "Organized power is obtainable either through having armies or navies. In armies you depend upon a great numb of men whom you must take from the of men whom you must take then the work and thus hamper commerce and industry. The nation that can dispense with an army and get security through a navy is the nation that is going to drive other nations to the wall in the ompetition of the future. Absolu competition of the future. Absolutism is indispensable in military, but where you employ ships instead of men, absolutism is dispensed with.

"Liberty and liberalism were nursed in early days by Carthage and by those nations that had power in the form of ships. They gathered commerce from all

ships. They gathered commerce from all the world until they forgot and the ene-my overthrew them on the sea. Carthage lost her supremacy when the Roman galleys overcame her fleet. A nation ought to avail itself as much as possible of naval power and dispense as much as possible with military power for maintenance of security. Where security can be derived entirely from naval power no danger is involved to a free nment from a great army. Navies and greater power are the cradles of liberty, in the end they are to be the means of making liberty universal of

"Your great purpose is to foster com of producing the staples of commerce, then you must protect them from ag-gression. America has 17,000 miles of oast line; more than one-half of our factories can be destroyed from water, more

"It is folly to think that mines and torpedoes will protect them. Any deter-mined commander can overcome these obstacles. We must meet the enemy on the means of production you must secure the means of distribution. Not de-tracting one bit from our railroads, waterways are the great intermediaries for carrying on commerce, and you must look to the navy to protect these waterways just as you must look to the navy to protect the factories. Only a navy can protect our commerce. When other nations are at war, and we are neutral, our navy is the only protection we have to enforce our rights.

We must take care of our markets for what is the use of having goods if nobody wants them? In a sense, that is the greatest business question of America to-day. We are now becoming the great producing nation of the world, and ve are only on the threshold. America's future prosperity depends on the great new markets that are opening up in the east. The governments of other nations have perceived the advantages of these them. Europe is using her great armies to seize new markets in order to avoid competition. A struggle is impending, whether it is in war or commerce.

"Europe still represents militarism, America represents the new era of industrialism. Europe crys out against the American peril. Europe is under the disadvantage of having to take men away from work to man the great armies. Given a fair and equal chance in the markets of the east, America will drive them to the wall. Do you think that they are going to allow that fair and equal hance if they can help it? The great work of our day is to open up these lands, to carry them to civilization, to put them on a wage scale that will allow them to on a wage scale that will allow them to time to investigate and fix rates, and bepurchase these productions; then we will have entered upon a permanent proshave entered upon a permanent pros-

"If the military powers each get a part of China and have 450,000,000 slaves to work in factories, you might as well close up shop, for they will drive us to the wall. They could build more ships than America could dream of; their armies would be the greatest in the world.

The great struggle how is for the yellow race. The old system of militarism and the new system of industrialism have crossed the ocean and they are to meet in the eastern nations. The old

"The Chinese are far superior to the Japanese. I have never seen one thing in which the Japanese could compete with the Chinese. Let military white men organize the Chinese and their armifes would perform prodigies in war. That is would perform prodigies in war. The chinese on the shipper's part, and by the military bears want of the law to have not only a commission trained by experience in transportation and enforcement of the law to have not only a commission trained by experience in transportation and enforcement of the law to have not only a commission trained by experience in transportation and enforcement of the law to have not only a commission trained by experience in transportation and enforcement of the law to have not only a commission trained by experience in transportation and enforcement of the law to have not only a commission trained by experience in transportation and enforcement of the law to have not only a commission trained to a harmonious construction and enforcement of the law to have not only a commission trained by experience in transportation. is why the military powers want cecirol. The real struggle is not between
Japan and Russia for the control of Mabchurfa, but it is the purpose of Austria,
France and Germany to dismember
China. The moment the British go with
Japan, France and the others will join
Russia. When the Baltic fishing fleets

crimes on the shipper's part, and by the
the review of its decisions trusted to a
court that would in time become
ten years the law worked well, mainly
before the commission. During those
ten years the law worked well, mainly
before the commission could
not only determine the right and wrong
of rates, regulations and classifications
specifically complained of, but could fix
specifically complained of, but could fix
specifically complained of, but could fix
the review of its decisions trusted to a
court that would in time become
spin large familiar with those questions,
signilarly familiar with the commission could
some the review of its decisions of the country that would in the decisions of which would be consignilarl Russia. When the Baltic fishing fleets were fired upon the French and German ets were mobilized and practically eared for action. It is a com far outweighs Great Britain and Japan. Commerce is now in the greatest danger cent, and lowered them on only 6. This commensurate with the vast and growa balancing influence for peace is from America. And the influence for peace that we can bring to bear on the world

is simply the power of our navy.
"Our country sustained a great loss by "Our country sustained a great loss by merely local wars. If we were to have a general war the loss would be measured not by millions, but by billions. Your commerce would sustain immeasurable losses. That general war thinges on our navy. If we only had an adequate navy we would not have to form entangling alliances. America could forbid the seiz-

consuls go to those ports; they were held at Shanghal. But we had no navy. so what did Russia care? The result is that we lose five times as much as it ing of the loss of life entailed by the war.



COL. ALBERT A. POPE.

no long-haul rates to speak of in Eng-

land, for instance, and the only fair comparison would be between its total

rates in some thickly settled part of our

doubted whether the comparison would

be at all as favorable to our rates as

claimed. Great clamor arose among shippers over the 1900 raise in rates, and

when they knocked at the door of the

had no power to do anything about it.

About 700 complainants, representing a vast number of shippers, were thus ac-vised that their government could not

aid or protect them. Can anyone be so

is intolerable, and that continued and ag-

HON, JOHN D. KERNAN.

gravated from time to time, as must be

the case in the present condition of the law so long as railroad owners are hu-

man, it will sow broadcast the seeds of discontent, of radical demands and agi-tation, and of danger to our great coun-

try and its people? Since it has come

about that freight rates determine where business shall be done and who shall

do it, even as to farm products that pay

about 60 per cent. of the \$1,500,000,000 that

railroads yearly collect, do not common sense and prudent foresight demand that

the sole arbiter to determine questions as to rates and collateral subjects shall be some impartial tribunal, rather than the sellers of transportation with unre-

strained regard for anything except their own immediate interests? "In all important centers of transpor-

tation activity where interstate com-merce questions arise the present Circuit and District Courts are crowded with

litigants awaiting the disposition of their

cases. Because of that fact and of the lack of judicial experience in transporta-tion rate questions and lack of time to study them, it is very difficult to get suf-

disposition of, rate questions by the pres-ent courts. This has led to a bewilder-ing contradiction in decisions construing

the act and permits pretty much every-thing wrong that carriers do to be sus-

United States. It seems to me it would

cisions made by the commission, and the

original hearing and appellate review.

establishment of a fixed system

a judge somewhere in the

ficient consideration for, and inte

blind as not to see that such a s

mileage and a similar mileage of local

ROBERT A. BADGER. Chairman Dinner Committee.

Every million put in ships to-day would economize billions spent in war. The costly thing is war. If through an adequate navy America saved herself from one great war it would pay us to build up that navy. We don't have to cut off ternal improvements to build a navy. "The commerce that you have must have security through naval supremacy

alone. Our peace and the peace of the world depends on America taking her proper place among the naval powers of At the conclusion of Capt. Hobson's ad.

dress all arose while the orchestra played The Star Spangled Banner."

John D. Kernan's Speech.

The third speaker of the evening was John D. Kernan of Utica, author of the first interstate commerce act, who said:
"The act to regulate commerce, approved February 4, 1887, was the determination of Congress, after many years of agitation and state legislative experiments, that the relation between the people and the railroads should be regulated by a national statute, broad enough to cover all interstate commerce by rail, and at the same time should be onservatively experimental and de signed, as far as possible, to secure justice and protection to all the vast inter-ests concerned. The reasons that led to this determination were briefly these

First-That the common law, the courts and their remedies were inade-quate to afford any practical relief as between shippers and carriers, or even found out in England, the home of the common law, as early as 1854.

"Second-That the competition of carriers, markets, and waterways was even then such a constantly diminishing fac-tor in the expansive conditions of the country's transportation business as to be no longer a sufficient safeguard against the evils that hecessarily accompany such vast railroad development as ours. "Third-That Congress, having

with judicial functions, must create a commission with the judicial power to declare an existing rate to be unjust and the legislative power to determine what It should be thereafter. If a 10-cent rate is right, it is idle to adjudge a 20-cent rate wrong unless the authority so de-elding can compel the reduction to 10 cents, because otherwise the carrier can forever defeat justice by simply reduc-ing to 19 1-2 cents, and by then standing pat until it evades the next decision against it, by reducing the rate to 19 1-4

powers cannot compete with us. It will mean the overthrow of militarism, and peace and commerce will rule the earth.

"The Chinese are far superior to the Japanese. I have never seen one there." of rates, regulations and classifications lay, and more speedy justice would in the end result from the constant narrowing of the field of argument over de-

to be substituted therefor.

On January 1, 1900, the railroads raised raise on 849 articles about 31 per ent, and lowered them on only 6. This conditions and of lower cost, owing to and under which both the public and the improved methods and economics, increased tonnage and larger loads that more than offset higher prices for labor. "It is certainly a serious objection to

back of their evidence would only result in their being sent back to offer it before the original tribunal, there would cease to be any such withholding in the first stance, and yet there would not he decied to parties the opportunity to sup-bly omissions, caused by accident or by changed conditions. "A worse feature of the bill than that

may at any time, whether before, or on notice to the court, during the progress of a judicial review of its action by the ourt of transportation, reopen its proeedings in any case and modify, suspend or annul its former order, ruling or requirements,' This would enable a defeated party to prosecute at the same time two proceedings for review before two tribunals, and would lead to con-fusion worse confounded as the result. The commission should have no right to interfere pending proceedings on appeal in the court of transportation unless the case is sent back to the commission by the court for further hearing.

"Notwithstanding the objection made thereto it would seem only fair to carme two proceedings for review before

thereto it would seem only fair to car-riers that the court of transportation should possess all the powers of a Cir-cuit Court of the United States, includcuit Court of the United States, includ-ing the right to issue temporary restrain-ing orders, except as against the orders of the commission made under the first and second sections of the act which ought to go in force and remain in begin to go in torce and remain in the pending appeal as therein provided. It would seem quite clear that all instru-mentalities of railway, such as private ars and private car lines, t erminal facilities, should be brought rise we would oftentimes grasp the hadow and lose the substance



EUGENE S. BRUCE.

regulations for carriers can ever be en-tirely and satisfactorily regulated by statutes or through commissions. I share this doubt myself, but at the same time believe that other methods should not be tried until the effort begun in 1887. Is carried as far as possible by perfect-ing and amending the interstate com-moves act as proposed and then by giv-ing its future operation a fair trial. The only effective and automatic regulator of ally effective and automatic regulator of ollway rates that has ever existed in competition under national or state atrol, and bence every opportunity in ory part of the country to improve and modern and up-to-date waterways by river or catal should have en-turiantle and united support from the people. Such waterways are not only but as rate regulators, but the freight blockades constantly occurring at all aclive centers and the consequent delay in handling freight and the damage thereby dense to business, tell us that with the grawth of, say, twenty-five years, the country will need not only all the rail-and facilities then existing, but the cooperation in handling course freight all the water highways that can be built

id developed.
"President Roosevelt deserves the upport of all citizens regardless of par-y, in the noble stand that he has taken or interstate commerce act amendment, and until he succeeds, as succeed he will there should be no faltering in the backing and encouragement given to him by

Dr. McClary on " Industrial Question."

Dr. McClary's speech had for its theme a solid foundation that does not deserve to be classed among those of a light and bentering vein, but his original and highly entertaining manner of delivering it, gave a relaxation that proved most acceptable and yet took way none of its serious purpose. Dr. McClary said in part :

"An artist works upon his picture, then teps back and looks upon it from differlew points, sees where the lines need changing and the shading and col oring touching up; then he gets at his

There is such a thing as keeping so closely at our toil as not to see its de-terts and consequently to labor at a dis-advontage; and this is precisely the dan-They are in danger of allo perment to absorb their home duties, houch duties and duties of citizenship determine their reading, thoughts.

And the general business is well calculated to do that. It develops activity of thought, demands pationes through its perplexities, kindness through its relation to others, politeness through con-tact with customers, punctuality in meeting engagements, justice in dealings, sympathy in bringing us into the knowledge of necessities and latelligence

in managing affairs,
"These actions strike through the mere surface of our beings into their deepest nature as trees atrike roots far down in the soil. And these things are actual because we find the business men the real heart and brains of any community. They manage its affairs if they want to plan its extension, support its philan-thropies, contributing to every interest, from the poor fellow who brings his subscription paper for a little belo b he lost his house, up to the building of a hospital or endowment of a college. They manage the great concerns, distribute the products, circulate the me employ the people, and place within our reach the supply of our wants. All of which shows the developing power of business upon manhood.

The real object of business is the development of manhood. If you work wenty years and make a flying and find nobler man, you have made a suc If you make inoney and lose self, you have neede a failure, and that is the meaning of what shall it profit a man if he gun the whole world and lose his own sout?"

It will trighten up the business up of we will carry it on in the interlanger of being wellish. To come in



CAPT RECUMEND PEARSON INCOME

rough with others and have them feel that we have their good in view will carry pleasure to them, which will reach upon carrelves. A business that helps the world is worth energing on not no

"In will help in the struggle of busi-ness if we take into it those qualifies of mind which are attractive and sustaining. There is much to perplex and annoy, but there is a condition of mind hat manages these without disturbance, Cheorfulness is one of the most attract

draws without saying a word, and they is a condition that repels without a wer being said. I went into the office of a optician in your own city and was treat-ed so gentlemanly I told him that I cer-fainly chould go there if I needed any thing in his line. I went into a store elsewhere and so gentlemanly were the clerks that I bought several articles, though I only

" Another thing that would brighten up the business world would be a proper ployer and employed. The agintion be-tween these two necessary factors in business keeps both parties in uncer-tainty and unnecessary care. It grows out of the fact that many who are emout of the fact that many who are em-played have no interest in their work, except to get out of it their money. They are inqualified, careless and indifferent. They have no interest of the employer at heart. It is hard, as every employer



REV. THOMAS MCCLARY.

down physically and mentally in her kitchen up to the President of the

Inited States, to find competent trusty servants, people who can be relied on seven days in the week, whether in store,

bank, railroad, kitchen, office or to "Then many employers are proud, arrogant, self-willed and look upon their people as so many brushes, with which they are to paint a picture on the can-vas; as chisels, with which to cut out the was; as chisels, with which to cut out the marble, and not as having bodies, minds, hearts, families to care for.

"That boy in the office, bank or store,

getting perhaps, out of the way, if you would put your arms on his shoulders, and talk to him as a father to a son, you might serve the noble manhood of which he is capable. The lack of care, interest and kindness on the part of employers causes clouds to form aboring man's sky, and meeting the one that the employee throws over the em-ployer's sky, there is a storm that

threatens injury.

"It seems to me the employer should pay a wage sufficient with proper indusry and economy to provide a who living, education for the children, and a little to put aside for a rainy day; That the hours of labor she That the hours of moor should too many, so that iffe becomes weari-some and the work endangers. The rationd companies have comcrime of overworking their men and have brought destruction to many

"There should also be proper, wholesome and helpful conditions in which to labor. The mine cannot be made ful, but it can be made fairly safe. The store may not be a palace, but it can be free from offensive odors, provided with pure air and natural light. We canno make car couplings entirely safe, but the new arrangement, compolled by the ernment, shows how little danger there

"If we could get a proper relation between employers and employees how it would brighten the lives of both. It would serve to brighten up the br world if we would get in the habit of looking upon the bright side of life. It has its bright side as well as its dark ide. We are so inclined to look upon the dark side.

"One is not likely to find career in a

business in which he doesn't find pleasure. Talk your business down and others will do the same, think it down and others will talk it down. Think business up, talk it up, find it bright and theerful, and others, attracted by the light you turn on, will find their way to

Eugene S. Bruce on Forestry. Owing to the inteness of the hour the ast speaker of the evening. Eugene S. Bruce, of the bureau of forestry at Washington, was obliged to cut his speech, which was of creat practical in-terest, somewhat there. He spoke as

Gentlemen of the Rochester Chamber of Commerce, it is a ideasure to use to have this opportunity of speaking to you on the subject of practical forestry.

peaceful and law abiding citizen. Then why should not a converted lumberman make a good forester? Not many years ago, I was an active member of that great army, who, for nearly 300 years, have been chopping away at our forests with an eye only to immediate profit, and perhaps I am none the worse forester for having been a lumberman. It is notonly as a forester, but as a lumber also that I want to say a few words to you about practical forestry.

"If we consider details, there are a

vast number of ways of handling a forest. If we consider policy, there are only three. One of these is to harvest its product with a view only to present returns. That is the ordinary way, the iumberman's way. It is a policy whose inevitable consequence in the long run would be the destruction of the forest, and the extinction of the lumber in

Another policy in forest nullization is to preserve it by wise use. That is the practical forester's way, and I am glad to say it is very raphily growing to be the lumberman's way also. The result of practical forestry, in a word, is the continuous production of a supply of timber which yields good financial returns without depreciating the capital stock -- the forest. Still another policy is to lock the

forest up, so to aposis, to protect it from fire and other dancers, which is excellent, but to protect it also from any form of utilization, which is foolish. This is neither the lumberman's way nor the forintention may be entirely natiseworthy. And that, gentlemen, is the policy under which our New York state forcest is administered. Until the constitutional abandment forbidding the cutting of any state times. state timber is repealed, we will continue to throw away each year enous amoney to pay all the expenses of earlier for the preserve and to leave above and beyond that a considerable and increase nace. I fully realize that the constitu-In the post, but I am loath to belleve that the state of New York is not now in a position to lumber its non forest on-servatively, without danger. The pre-serve is now, as a great health and pleaare resort, yielding returns of mean-culable value to the well being of the state, and consequently of the nation, but before it can fill its full measure of but before it can fill its full measure of usefulness it must be made to produce, by skifful and conservative methods, at constant and increasing supply of wood. To lumber the preserve conservatively would not in the slightest degree impairits value as a health and pleasure resort or as a game refuge. Moreover, it would, through utilizing timber which under the present policy will be a supplementation of the present policy will be a supplementation of the present policy will be a supplementation. ground furnish permanently the upon which the development of

ness has money lying idle. money to work in a stable which yields a reasonable pro-does not bury it in the ground it in the garret. The state of N not only failing to put its me ity, full and decay for lack of

failure to utilize the product of the Adi-1 failure to utilize the product of the Adironduck preserve is in no sense taying up a store of timber for future generations, for it is a well established fact that production in an untouched forest is practically at a standstill. What is gained by the growth of the thrifty trees is offset by the decay of others, and the total amount of standing timber remains practically the same.

" I take the point of view that it is the duty and province of the state, just as it is the duty and province of the individual, to make the most that it is gitimately can out of what it has, am unable to see why timber whose actual growth represents a return of many thousand dollars a year should be wasted. and I urge upon each one of you as bustnees men, as men of affairs, to give force and direction to the movement to repeal life constitutional amendment which prohibits the conservative removal of any timber for any reason from the state for-est. The state may well follow the ex-ample of the federal government, which ample of the federal government, which upon its sixty-odd million acres of forest reserves is now, under the direction of the bureau of forestry putting into effect the sale of mature timber, to be removed under conservative regulations.

Six years ago that bureau was a division but little known ourside of Washington. It should also be seen a pour first and a pour seen a s

the coming ascal year an appropriat not far short of a nullion deliars, and well on toward a housand employees.

I am not here to catalogue the achievements of the furgari. But to you as man latinately corecrued in our industrial life 1 delive that a cefinite satement of the soverment's policy in its forest work will appeal. The bureau of forestry is not adust the major participation of forestry is not adust the major participation in the woods. It is facing the forest problem, which President Housevell has called the most vital internal problem in the United States in a businessike way. It is keeping the businessike way. It is keeping the bractical aspect of its work constantly is I have said, nearly \$1,000,000 of public people a good many times that amount. sighated-it is accounty eaving \$7.50 a year to the mayni clover industry of the south, and at the same time porting that industry on a permanent basis.

The average New York citizen has sity to look up the matter of state forests sufficiently to satisfy lumself as to the best polley to satisfy himself as to the best polley to pursue. He is chiefly desirous that the state forests be pro-tected and maintained as a perpetual health and pleasure resort, and as a protection for the headwaters of the rivers. He would be pleased to have some system of forest management put in operation which would produce a revenue and make the forests of the state, in a measure, self-supporting, continue the lumber industry, and furnish employments. aloyment to a large number of citizens of the state, provided always that the inaugurated should not impali

the chief use and beauty of the for-"To bring about these desirable re-suits, the officials in charge of the state forests that be invested with power and suffority to decide what method of treatment will best sorve the resurrehavely of each particular result. They should passess sufficient knowledge of will justify the course decided

upon. They should have the authority, executive ability, financial backing, and the requisite business qualifications to carry out carefully and thoroughly the plans formulated to be pursued upon the different tracts regardless of the criticsms of theorists who disagree with them, and have the stamina to continue such treatment as a careful study of each tract should cause to appear ad-

ests must include as a requisite business qualification, and a very necessary one, the ability to determine accurately the value of the timber stumpage on the ity, and no timber should be disposed of on any state land until a just minimum price has been fixed upon the stampage to be sold. All timber sales should be thoroughly advertised prior to the sale, in the leading newspapers, then sold to the highest responsible bidder-sealed bids in every case, with the right re-served to reject any or all bids, which should be done in every case if no bids exceed the minimum value placed on the stumpage: a bond to be required to insure payment for the stumpage, and the faithful correlate out of the rules and faithful carrying out of the rules and regulations prescribed to govern the cutting and removal of the timber sold. "Judicious management of the state forests would in many instances require the application of several different methods of treatment on one lowestip. since a policy which would be adverthe same township. A wise decision of the method and management of treat-

nent that should be used for the different localities can only be made by men who are not wedded to some favorite

to pursue with that particular tract us-ing any or all of the methods best cal-culated to bring about the desired result

on that especial tract, or, if there have been none formulated that will serve

the purpose, they should have a suffi-cient knowledge of the effect of treat-

ment and consequent results to be able to decide with a certainty that the re-sult will justify their decision, what

course would be most advisable to pur-sue in the treatment of the tract in ques-

the Adirondacks, a large amount of tim-

ber which should be removed and mar-keted, for the very apparent reason that

dying and going to decay, and the state is unwisely losing money by allowing them to thus become unsalable. It would be a better policy to utilize such timber when it is possible to do so with-

out serious injury to the forest. The

moneys derived from the sale of timber could be placed in a separate fund and

used only for the purpose of purchasing forest land to consolidate the park, for

replacing waste and burned areas, or other desirable work for the improve-ment of the state forests. The sale of the timber when advisable and the use

of the revenue derived from the sale to purchase fores: land inside of the pro-posed boundary lines of the Adirondack

ourk, would be a long stride toward con-

"Any system of public forest manage-

ment should have as its foundation the perpetual maintenance of the forest to

perpetual maintenance of the forest to conserve and regulate the streamflow. The conservative removal of the mature timber should be considered as of secondary importance, and be done only in such manner that no serious damage be caused to the remaining forest, nor should the matural beauty of the forest be marred more than absolutely necessary, nor its capability of natural reproduction injured. In no place in the Adirondacks should so much timber of any species be cut as to make it necessary to replant, since this method will

sary to replant, since this method will so open up the forest and br ak the shel-tering foliage by removing the large-topped trees as to allow the unobstruct-

ed rays of the hot summer sur and the

summer wind to dry up the moisture of the unprotected earth in a far greater degree than in those portions of the for-est where but few trees are selected, and

the protecting cover remains practically

moisture between the too extensively thinned forest and that portion from which but few trees per acre have been selected, is, in comparison, like the difference between a failow out for the purpose of clearing up the land, and the wise farmer's treatment of his maple sugar orchard, from which he removes only the old and defective trees for his

only the old and defective trees for his

fuel supply, or to make room for the growth of younger and thriftler trees in their stead. The general orinciples involved are the same, only in a lesser de-

"Forest fires are unquestionably the

worst enemy of the forests throughout the United States, and they have done more to impair the beauty of the Adi-rondacks as a health and pleasure resort.

and to lessen their efficiency as a regulator of the water flow, than to all the other causes combined to which the detruction of the forest which are usually

ever bring them to the highest degree of usefulness and beauty commined, which does not include therewith a thorough patrelling during the dry acason by alert and energetic rangers, of all the main traveled trails, roads, calculated and places where the pre-cross

and preventing the starting of forest fives

in dry seasons is the best and the only sure way of fighting them.
"I want to say right here that I am

as bitterly apposed to allowing any of the old system of 'cut and slash' lum-bering to be put in operation in the pub-lic forests of the state of New York as

anyone can possibly be. I am deeply in-

terested in the welfare of the Adiron-darks, where the greater part of my life has been spent in some capacity closely connected with the forests of this state.

of which I am still a legal resident, and buye an earnest desire to see the public forests of the Empire State administered

on zound business principles, always

earefully safeguarding the combined interests of the people.
"I am particularly glad to have had an opportunity to say a word about practical forestry before this great body.

which has already gone on record as a friend of forestry, because forestry is no longer an abstract question or a

purely scientific question, but it is above all a great commercial question with which such bodies as the Rochester Chamber of Commerce have to deal. It is a question which government enter-

no matter how well directed, can

never entirely soive. The vast bulk of the forests of the United States are in private hands, and it is from them that

our future timber supply must chiefly

system of forest management can

attributed.

'The marked difference in the earth's

ideting the state forest.

There is to-day upon state land in

The guests were arranged at the various tables as follows : Speakers' Table-Rev. J. F. W. Helm Speakers' Table—Rev. J. F. W. Helm-kamp, James L. Hotchkiss, James S. Graham, E. T. Curtis, B. E. Chase, Dr. H. H. Stebbins, Rush Rhees, LL. D., Dr. C. C. Albertson, Rev. Dr. Thomas McClary, Hon. Henry C. Brewster, Col. Albert A. Pope, Rev. Dr. R. R. Converse, Clinton Rogers, Horace McGuire, Thomas B. Dunn, Capt. Richmond P. Hobson, Hon. James G. Cutler, Hon. John D. Kernan, William C, Barry, Danlel C. Murphy, Eugene S. Bruce, J. Y. McClintock, A. B. Lamberton, H. B. Y. McClintock, A. B. Lamberton, H. Hathaway, Rev. Dr. Max Landsberg. Max Brickner, Peter A. Vay, Charles J. Brown, John M. Ives. Table A—Edward Bausch, Henry

Bausch, William Bausch, Charles T. Chapin, R. W. Davis, R. E. Danforth, William Deininger, W. M. Eaton, Gustav Erbe, T. F. Hutchings, J. George Kaelber, Carl F. Lomb, Rev. John Nicum, George F. Roth, Rudolph Schmidt, F. A. Stecher, C. W. Weis.

Schmidt, F. A. Stecher, C. W. Weis.

Table B-W. T. Bradley, Lawrence
Elkus, Dr. M. E. Graham, Dr. A. C.
Hermance, F. K. Knowlton, M. D.
Knowlton, W. S. Lysle, Dr. E. B.
Mather, John C. McCurdy, William C.
McCurdy, Gles B. Miller, Erwin S.
Plumb, T. P. Smith, S. J. Warren,
Charles A. Webster, H. C. Bayrett,
The C. W. Breen, H. C. Bayrett,

Table C-W. G. Brown, H. C. Burnett Table C.—W. G. Brown, H. C. Burnett, Rev. W. S. Carter, H. S. Draper, George B. Graham, Dr. V. A. Hoard, William A. Hubbard, Jr., M. P. Howell, E. O. Shuster, Dr. C. R. Sumner, Joseph A. Tait, John W. Taylor, Table D.—John F. Alden, Michael Doyle, Arthur B. Enos, Thomas P. Ford, C. G. Macroberge, Fred. D. Palmer, P. C. G. Macroberge, Fred. D. Palmer, P. B. P

G. G. Macpherson, Fred D. Palmer. Charles H. Palmer, Charles A. Rolfe. Table E-F. F. Ashe, E. F. Dibble, C. H. Fairchild, C. F. Garfield, H. H. Garfield G R Johnson, Alexander Martin D. G. Martin, Dr. E. C. Smith, J. L.

Table F-G. H. Adams, W. H. Birdsall Dr. Archibald Dann, Dr. E. H. Howard, R. C. Kerschner, J. L. Willard. Table G-I. P. Allen, H. Wheeler Dr

vis. H. Wheeler Davis, Jr., George Davis J. T. Shumaker, John M. Reddington. Table H-Dr. C. A. Barbour, A. S. Colebrook, F. J. Crisfield, William H. Duffett, H. B. McKay, W. L. Patter-

Table I-C. G. Alexander, J. Vincent Alexander, Harry C. Moore, Henry J. Moore, L. L. Stone, A. J. Townson. Table J-Charles P. Barry, William C Barry, Jr., Marsden Fox, Julius M. Wile

Julius I. Wile, Philip Will.
Table K.—S. D. Burritt, C. A. Keeler
Dr. E. B. Potter, E. D. Putnam, Allison C. Van Allen, L. H. Whitbeck. Table L-G. A. Curran, P. B. Dutton J. W. Moore, W. H. H. Rogers, M. W

Rundel, H. S Searle. Table M-E. A. Fisher, George W. Rafter, A. J. Rockwood, John H. Wallace, Arthur Warren, W. E. Webb. Table N-C. S. Crittenden, P. V. Crittenden, W. C. Fredericks, W. C. Schmidt John M. Stull, Charles F. Wray, De Los

H, Wray, William H, Wray, Table O-Laverne Bordwell, John Bradley, John Connors, Milton Clark. James Fee, Joseph J. Mandery, S. (Langslow, Pierre Purcell.

Table P-T. F. Adkin, C. S. Clark, L. Derbyshire, Fred S. Dudley, C. M. Fick M. G. Goddard, K. Leo Minges, R. J

Shoemaker. Table Q-John G. Allen, Charles F Colby, A. G. Cox, George J. Haffner, John J. Karle, William Kavle, William J. C. Karle, S. R. Snook, Table R-Edward W. Burton, George

B. Dresser, Charles E. Lyon, Henry F Marks, William J. Trimble, Elmer G

Table S-B. G. Bennett, Edward Leary, A. V. Smith, Winfred J. Smith A. C. Walker, L. G. Wetmore.

A. C. Walker, L. G. Wetmore,
Table T.—Albert D. Bacon, John N.
Calkins, W. L. Fisk, W. D. Pheteplace,
Jacob Teall, F. C. Trotter,
Table U.—John F. Brayer, P. J. Cogsall the main traveled trails, roads, responsed and places where five the roots likely to be started. One forest fire, under certain conditions, would quickly and thoroughly destroy all the forest area gained by several season's hard work in the matter of forest fires the oil adage might well be changed to read. "An ounce of prevention is worth many pounds of cure." Thorough patralling and preventing the starting of forest fires. eil, George R. Fuller, George F. Haine W. L. Meisner, Henry S. Mackie, E. W.

Table V-R. A. Badger, Dr. Richard Curran, Walter J. Duffy, Joseph G. Duf-fy, W. L. Mountfort, William J. Naylon, George W. Reilly.

Table W-Howard A. Barrows, George A. Bowman, H. K. Elston, J. C. Kalbfleisch, William R. Peters, F. C. Tanger,
Table X.—Egbert F. Ashley, W. H.
Dunn, Joseph Farley, T. W. Newcomb,
E. P. Reed, Henry J. Utz.
Table Y.—Fred G. Beach, A. E. Bickford, Frank B. Decker, L. S. Fischer,
George Leader, Joseph H. Weis-

George Leader, Joseph H. Weis. Table Z.-James C. Conolly, C. A. Livingston, William Livingston, George A. Lent G. H. Towner, Frank Thomas. Table AA-F. A. Brownell, Rober Bannard, B. H. Davy, W. E. Dugan, A. B. Hedley, R. M. Myers, George L. Primrose, Thomas J. Swanton.

Table BB-L. D. Eldredge, Dr. Rob T. French, George J. French, Wilbur S Grant, Joseph S. Hunn, William I. Hayes, Charles E. Higley, F. S. Todd. Table CC-Carroll E. Bowen, Edward Chaple, Rev. Charles B. Chaple, A. W. Castleman, L. B. Elliott, Dr. Will ism R. Howard, Senor La Cave, H. H. Pryor, H. C. Newcomb, A. T. Simpson, Table DD-B. E. Anthony, I. M. Beatty, W. J. Graham, Dr. M. L. Hulme, L. B. Jones, W. C. Likly, H. C. MacAi H. G. Strong, George B. Schoeffel

Fred Thompson. Table EE-Watson A. Brown, J. W. Grumlaux, W. E. Humelbaugh, T. W.

Charles A. Hawley, Robert S. Paviour, Walter S. Stowger, Charles R. VanArs-Table HH-W. J. Ballatine, Frank M. Ellery, Louis Gander, S. B. Hershey, John B. Howe, Dr. J. L. Weller, Dr. J. L. Weller, Jr.

GRAND GALAXY OF SPEAKERS. Noted Orators at the Rochester Chamber of Commerce Banquet.

Rochester, March 11.- The 17th aunual banquet of the Chamber of Commerce to be held to Colonial Hall, March 16, will be the most brilliant event of its kind ever held in this city.
A splendid galaxy of orators and afterdinner speakers has been secured for
the event, among whom is one who has
won the love and admiration of the entire nation by his unparalleled bravery
in attempting to block up the entrance
to Santiago harbor during the Spanish war. Capt. Richard P. Hobson
will be present and his address will
form one of the rare treats of the occasion. event of its kind ever hold in this city.

A new departure in serving the great banquet will be the introduction of small tables instead of the long mon-otonous tables as used before. This will otonous tables as used before. This will distribute the commany in pleasing groups throughout the hall, making it more convenient for the interchange of conversation during the dinner. The banquet is in honor of the president for 1994, the popular and enterprising Thomas B. Dunn, whose broad-minded and generous policy during his two years of office enc tred him not only to the members of the the more but the citizeties of Rochester generally.

John M. Ives, secretary of the Chamber of Commerce, has been indefatigable in his efforts to secure the distinguished speakers for the occasion and is leaving nothing undone to make the banquet one long to be remembered by those who will be so fortunate as to attend.

There is an excellent Dinner Com-

those who will be so fortunate as to altend.

There is an excellent Dinner Committee composed of the following gentlemen; Robert A. Badger, chairman; Carroll E. Bowen, W. C. Barry, Jr., Julius I. Wiler, William H. Wray, J. M. Ives, Winfred J. Smith, Charles F. Garfield, J. G. Kaelbar. The tickets for this banquet are being rapidly taken up and it would be well for anyone who wants to make sure of a seat to apply for a ticket without delay.

The speakers are to be: Col. A. A. Pope, of New York and Boston, millionaire bleyele manufacturer and champion of good roads; Lieut, Richmond Pearson Hobson, of Ahibama, late of United States Navy; Hon. John D. Kernan, of Utica, and Rev. Thomas McCleary, of Minneapolis, Minn.





RICHMOND P. HOBSON CHAMBER OF COMMERCE RANQUET.

REV. THOMAS M'CLARY INO OF THE NOTED SPEAKERS AT THE BOCHESTE

Unique Features of Annual Dinner Chamber of Commerce.

OVATION TO MAYOR AND HOBSON

Addresses by Colonel Albert A. Pope, John D. Kernan, Rev. Dr. McClary and Eugene S. Bruce.

Professional and business interests were represented by more than 200 prominent citizens of Rochester at the seventeenth annual dinner of the Chamber of Commerce at Colonial hall last night. It was one of the most enjoyable functions. in the history of the organization. There was cyldence that more than the usual care had been bestowed upon the arrangements and with signal success. A toast list of special interest to business men was provided and the speakers were of national reputation. Much credit is due to Secretary Ives and other officers of the organization, the dinner commit-tee and to all who worked so sarnestly. ad effectively to make the occasion all hat the members desired to have it

to the purpose demanded, it seemed to e the best available and it was so tran orneed as to the interior last night that ittle was left to be desired. The chief excel was that there was no room for venty-five or a hundred persons who would have been glad to have been pres-ent. Added evidence of the need of a larger asembly hall in Rochester was

The Chamber of Commerce dinner of 1005 will long be remembered on account two innovations—the elaborate decorstions and the seating of the guests at small tables instead of at long tables in lows. Both of these changes contributed crially to the enjoyment of the din By the use of seventeen round and diverty square tables those who were closely associated by business, social or political ties were enabled to sit together. The round and square tables were symmetrically aranged so as to form a pleasing floor setting, the whole being flanked by a long table for the sueakers elevated more a date or the speakers elevated upon a dais on the north side of the half.

Decorations in Green and White.

Green and white formed the color scheme Ploor and dais were crashed with white duck and the high broad walls of the hall were literally curtained with Southern smilax from the vicinity of Cartain Hobson's home in Greens-boro, Alabama. More honor to the hero of the Merrimac was accorded by the seeming transportation to the stage of the hall of a section of an evergreen glade in Florida. But perhaps this was ntended to illustrate the address or Practical Forestry" to which the guests listened with close attention though at a late hour. Green and white predominated and constantly reminded all present that they were on the eve of a day observed by the wearing of the green by a considerable portion of the city's pop-ulation. There was other observance of the date by the singing of Irish songs. Green forms contrasted with the table lines. The dinner place and table cards were printed in green, the menus delismilax vine were of green tint and the cigars were tied with green and white

Very metropolitan was the manner in and long table was banked with palmy nd ferns and potted plants, azalea and ther blossoms mingling with innumer-ble (iny electric bulbs which glowed rightly in the green foliage. The heads the distinguished citizens and guests the speakers table barely showed above the profusely ornamented outer edge of the table where plant and flower nd vine trailed over the linen and down sides in a wealth of luxuriance the the sides in a wealth of luxuriance the heauty of which was enhanced greatly by the artistic use of electric lights in bulbs of various design, plain, frosted, out and grotespue. Green silk enclosed manenes globular forms of electric light set in the verdant wall curtains high above the speakers' heads. A similar accurated strated the opposite wall bove the speakers needs. A similar lackground graced the opposite wall in the gallers, surrounded with potted plants, was the orchestra. The musical programme was greatly extended by the programme was greatly like the tables. requests." Unon the tables flowering plants and large bouquets cut flowers. The accompanying of cut flowers. The accompanying e scene and decorations

Dinner Feature of the Affair.

After a reception lasting three-quar tere of an bour, the guests entered the banquet hall. So systematically ar-ranged were the seating instructions, is sued in printed form to each guest that Within five minutes all were in their al lotted places. Grace was pronounced by Rev. Dr Charles C. Albertson, of the Central Presbyterian church

During the progress of the dinner the guests were frequently called to their feet by the inspiring notes of national sons, those of America, Germany, England, freland and France being honored in turn. The guests broke out into in turn The guests broke out into song when the familiar tunes were started. Waving napkins accompanied the "Red, White and Blue."
Two hours and a half after the first

hear the toasmaster, so he promptly pre-sented Mayor James G. Cutler who for-ionly welcomed the visitors. As the mayor rose in his place to respond, the entire assemblage also rose and with waving napkins cheered the chief execu-tive. The avation was inexpected. Mayor Cutter bowed his acknowledge-ment and then said that he would not

take the time that belonged to the distinguished speakers of the evening. It was his duty to act as prologue to the post-prandial exercises, briefly to wel-come the visitors and to thank them for their attendance

Colonel Albert A. Pope, whose reputafactures and as an advocate of good ronds is international was the first speaker. He told of the manner in which he became interested in good roads and traced the business men of Rochester to be liberal in the advocacy of appropria-tions for improvement of roadways for the reason that this would be the means of largely increasing the commerce of every locality. Colonel Pope is a yest-eran of the Civil war and a man of unusual charm of maner, affable and mag-

An Ovation fora Hero.

Mr. McGuire, in introducing Captain Richmond Pearson Hobson, naval ex-port, here of the Merrimae, author, lec-turer and advocate of American naval supremacy, referred briefly to the famous incident of Santiago harbor, say-ing that not long ago a nation waited with beted breath to learn the result of the efforts of this young man to bottle up a Spanish fleet, efforts which were signally successful, though they result-ed in landing the hero in a Spanish dungeon. As the prisoner of Santiago arose, his great audience stood as one man and cheered and waved handkerchiefs and napkins. While the ovation lasted, Capiski Hobson stood quietly awaiting oriunity to speak, his clear-cut feettores and Hashing eyes lighting up in appreciation of the honor.

A stirring appeal to the business me of the country in behalf of simple appropriations by congress for the con struction of battleships followed, Capitala Hobsen is not yet 35 years old, but he has devoted his time and energy to the advocacy of a greatly strengthened navy for America. He cited examples of the decadence of nations because of loss of entrol of the seas and said that it is of little use to build up a great commerce if it is not to be adequately protected. At the conclusion of his address the orchestre struck up "The Star Spangled Fauter" amid the cheering and all in the hall again arose to their feet.

Conclusion of the Speeches.

"Interstate Commerce," the subject of the address by Hon, John D. Kernan, of Utica, formerly state rallroad comm sioner, was of special interest to the members of the Chamber of Commerce. He discussed matters of transportation with the ability of one who has had practical experience.

Another topic closely associated with Another topic closely associated with husiness enterprises of all kinds was that discussed by Rev. Dr. Thomas Mc-Clary, of Minneapolis, "The Industrial Question," In point of craterical effect this was perhaps the most entertaining on the list. He talked frankly of the wage question and was listened to with

much interest.
Eugene S. Bruce, lumberman, of the bureau of forestry of the United States department of agriculture, spoke on "Practical Forestry." He outlined the great efforts made by the government to preserve the timber lands of the country and to establish others. Mr. Bruce was born in the Adirondacks, was a guide in the wilderness there for many years. His practical experience tolned to thorough technical education him an authority on his subject which he presented in a most interesting man-

The speeches were concluded shortl after midnight. The dinner of 1905 will be remembered with pleasure by all pres-ent. Credit is due Winfred J. Smith for decorations, J. B. Keller Sons for the flowers and plants, Maurice Molt's or-chestra for the music and Teall for the excellent menu and the expeditions se-Following are the names of those who

Scated at the Tables.

Speakers' (able—Rev. J. F. W. Helmkamp, James L. Hetchkiss, James S. Graham, E. T. Curris, B. E. Chase, Rev. Dr. H. H. Steb-bus, Rev. Rush Rhees, LL. D., Rev. Dr. C. C. Albertson, Rev. Dr. Thomas McClary, Hon, H. C. Brewster, Col. Albert A. P.
Rey, Dr. R. R. Converse, Clinton Roig
Hornes McGuire, Thomas B. Dunn, C
tain Hichmond P. Hobson, Hon, James
rather, Hon, John D. Kernan, William
Enery, Daniel B. Marphy, Eugene S. Br.
J. Y. McClintock, A. B. Lamberton, H.
J. Linthewitz, Rev. Dr. Max Landsheirs, A
Reicktier, Peter A. Vay, John M. Ives,

John G. Allen, I. P. Allen, T. F. Ashe Eabert F. Ashley, G. H. Adams, John F. Alden, T. F. Adkin, J. Vincent Alexander B. G. Anthony, C. G. Alexander, Charles J. Brown, B. G. Bennett, W. J.

Curran,
Frank B. Decker, Michael Doyle, William
H. Duffett, B. H. Davy, W. E. Dugan, W.
H. Dunn, George B. Dresser, E. F. Dibble,
Walter J. Duffy, Joseph G. Duffy, R. E.
Lanforth, R. W. David, George Davis, H.
Wheeler Davis, fr. H. Wheeler Davis, Fred

Delningor, II. K. Elston, W. M. Eaton, Gustav Erbe Lawrence Elkins, Arthur B. Erros, Loren D. Eldredge, Frank M. Ellery, L. B. Elllatt, I. J. Fisher, E. A. Fisher, Jesenh Farley, T. Porter Ford, Ocorne R. Fuller, W. L.

leyner, William D. Hayes, Charles E. Higley, William H. Hantel, J. F. Hutchings,
Joseph S. Hunn, Dr. V. A. Hoard, M. P.
Howel, George C. Haines, Dr. M. L. Hulme,
Dr. A. C. Hermanec, William A. Hubbard,
dr., Dr. E. R. Howard, William H. Hart,
G. R. Johnson, L. B. Jones,
J. C. Kalbfeisei, M. D. Knowlton, F. K.
Knowlton, J. George Kaelber, William
Karle, John J. Karle, William J. C. Karle,
C. A. Keeler, R. C. Kershner,
Ed. B. Leary, Caul F. Lomb, George
Jeader, W. S. Lysle, Charles E. Lyon, W.
C. Likly, C. A. Livingston, William Livlagation, George A. Lent, S. C. Langslow,
T. W. Larkin, Senor LaCave,
Joseph J. Mandery, Honry S. Mackle,
Glies B. Miller, J. W. Moore, G. G. Macpherson, Henry F. Marks, H. G. Myers,
John C. McChridy, William C. McCurdy,
Alexander Martin, D. G. Martin, E. B.
Marphy, K. Leo Minges, W. L. Mountfort,
Henry J. Moore, Harry C. Moore, H. B.
McKay, H. C. MacAlpine, R. M. Myers,
W. L. Meisner,
T. W. Newcomb, William J. Naylon, H.
C. Newcomb, Rev. John Nicomi
Robert S. Parisair, Dr. E. B. Potter, C.
H. Palmer, George L. Primrose, Erwin S.
Pulman, W. D. Phetterloce, Will L. Patterson, H. H. Pryor, William R. Peters, Fred
D. Palmer,
W. H. H. Rogers, George F. Roth, John
M. Haddingtes, C.

D. Palmer.

W. H. H. Rogers, George F. Roth, John M. Reddington, Charles A. Roffe, A. J. Rockwood, E. P. Reed, George W. Rellly, George W. Rafter, M. W. Rundel, P. A. Sterher, S. R. Snook, J. T. Shumaker, H. S. Scarle, John M. Sull, A. T. Shumaker, H. S. Scarle, John M. Sull, A. T. Shumaker, L. S. Stone, Thomas J. Swanton, Rudoinh Schmidt, Winfred J. Smith, Walter S. Strowger, W. C. Schmidt, R. J. Shoemaker, A. V. Smith, Dr. C. E. Sumner, E. O. Shuster, H. G. Strong, George B. Schoeffel, Dr. E. C. Smith, P. H. Smith, Lacob Teall, Frank Thomas, J. L. Transie, William J. Trimble, A. J. Townson, F. C. Trotter, F. S. Todd, G. H. Towner, J. W. Taylor, Joseph A. Talt, Fred K. Thompson, F. C. Tauger, Henry J. Fiz.

Allison C. Van Allen, Charles R. Van-Arsdie, M. Wile, Dr. J. L. Woller, L. J. Julius M. Wile, Dr. J. L. Woller, L. J. Julius M. Wile, Dr. J. L. Woller, L. J. Julius M. Wile, Dr. J. L. Woller, L. J. Julius M. Wile, Dr. J. L. Woller, L. J.

Arsdule.

Julius M. Wile, Dr. J. L. Weller, J. L. Weller, Jr., Arthur Warren, L. G. Wethore, John H. Walbree, C. W. Weis, Joseph H. Weis, C. F. Wray, William H. Wray, J. L. Willard, Julius T. Wile, S. J. Warren, Phillip Will, L. H. Whitbeck, Delays H. Wray, Charlen A. Webster, W. L. Wisner, W. E. Webb, A. C. Walker, Eliner G. Zleres.

Committees in Charge.

The committees in charge of the reeption, arrangements and seating were as follows:

Reception-Hon, James G. Cutler, Reception—Hon, James G. Cutler, George F. Roth, Clinton Rogers, Egbert F. Ashley, William C. Barry, Edward Bausch, John N. Beckley, Henry C. Brewster, Charles T. Chapla, Max Brickner, Charles J. Brown, Benjamin E. Chisco, P. V. Criticuden, E. T. Curtis, Michael Doyle, W. H. Duffett, Gustav Erbe, James S. Graham, H. B. Hathaway, James L. Hotchkiss, A. B. Lamberton, S. C. Langslow, D. B. Murnby, J. V. Clintock, William Pitkin, E. W. Peck, Rush Rhees, E. P. Reed, F. A. Stecher, P. S. Todd, A. J. Townson, P. A. Vay, bert Wadsworth, L. G. Wetmore,

Herbert Wadsworth, L. G. Wetmore, John C. Woodbury, Dinner-Robert A. Badger, chairman; Carroll E. Bawen, William C. Barry, jr., Charlot F. Garfield, John M. Ives, J. George Kaelber, Winfred J. Smith, Ju-lus M. Wile, William H. Wray, Usherr-William C. Likiy, E. W. Bur-ton, C. M. Fisk, W. C. Fredericks, W. J. Graham, Henry F. Marks, M. J. Mur-pby, F. C. Trotter, William J. Trimble,



EUGENE S. BRUCE. Expert Forester, Speaker

Prominent Figures at the Chamber of Commerce Dinner



CAPT. RICHMOND PEARSON HOBSON. Naval Expert, Speaker.



ROBERT A. BADGER. Chairman of Dinner Committee.



CLINTON ROGERS. President of Chamber of Commerce.



THOMAS B. DUNN. President of the Peast.





COLONEL A. A. POPI Good Roads Advocate, Speaker

ERIE'S NEW TRAIN Important Addition to the Train Service Between Corning and Rochester

Announced. ment is made that the Erie Announcement is made that the Erie railroad will put into operation on April lat a new train between Corning and Rochester. The train will leave Corning at 5:10 o'clock in the morning, arriving in Rochester at 8:49. At present the first through train to arrive in this city may the Figure 21st in at 11 defect. tity over the Erie gets in at 11 o'clock.

The new train will run every day of the year, and will prove a great con-

veloce to dwellers along the line beconforming and Rochester, and is
sected to bring into the city
able business that has been diverted else ver because of the late
hour at whit trains heretofore reached
the city.

The dairy country along the valley of the Genesce will also feel the effects of the new train, as it will make possible the shipments of large amount of dairy

produce to Rochester at a comparative early hour of the day, Patrons of the Wells Fargo Express Company will also appreciate the extra train service, as it means the bringing into the city of express packages more than two hours explier than heretofore.

The new train will make direct connection with the through train leaving Jersey City at 7:20 o'clock in the even-

NEW TRAIN ON ERIE.

Will Insure Earlier Delivery of Milk

ond Express After April 1. Company will put on a new through fast train between Rochester and Corning, which will arrive here at \$.40 o'clock in which will arrive here at 8.40 o'clock in the morning, connecting with New York, trains at Corning and stopping at all principal stations en route, including Avon, Livonia, South Livonia, Conesus, Springwater, Avoca, Bath, Cohocton and Atlanta,

The train will enable shoppers to get the train was chance snoppers to get into Rochester nearly two hours earlier than heretofore and will insure a much earlier delivery of express and milk along the line.

NEW EARLY TRAIN ON ERIE

Alter April 1st First Train From Corning Will Reach Here at 8.45 A. M.

The Eric Railroad Company has just de the Eric trained Company has just de-chied to put on an early train into ficelies-ter, service which the Chamber of Commored has been working to obtain for some time. This train will run from Coming to Rechestor every morning, and will arrive here at 8:45 o'clock. The first train ever the Erls into Rochester now does not arrive until 11 This early train will can every day in the

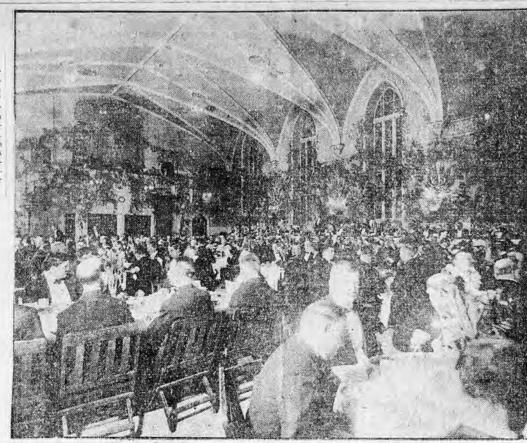
This early train will run every day in the year, beginning April 1st. It will leave Corning at 5:10 o'clock, connecting there with the main line from New York city.

Many advantages will be realized through this extra morello. It will be not seen the second of the sec impossibility of getting early in the day by way of the Eric, has been lost. It is this that John M. Ives, secretary of the Chamber of Commerce, has been working to secure for the city.

The new reason we connect with the Wells-Fargo Express Company's train, and so the arrival of express packages more promptly is assured. Then, the milk supply from Ayon. Wayingd and other stations along the route of the railroad will get to Rochester more than two hours sooner than has been the case.

S & &

Seventeenth Annual Social Function of the Rochester Chamber of Commerce. KS Collection



Some Remedies Suggested.

Plan of Storage Reservoir.

It is also desirable that river lines be established, within the limits of which further encroachment upon the river be prohibited. It seems to the committee that immediate action should be taken in this matter, because it is understood that there are several applications pending to erect piers in the river between Main and Andrews streets. In the committee's opinion, the prohibition of all construction of this character should be mandatory. The river should not be covered by the construction of markets or other buildings fronting on any of the river bridges.

Main Street Bridge a Blunder.

The compatitee considers that Main street origing is an engineering blunder, atthough the an increased waterway can be obtained by excavaling hed of river, this does not independently excavaling hed of river, this does not independently the necessity of rebuilding the bridge carreful systematic inspection should be under of the entire river from Rechester to the Pennsylvania line and trees or anything

TUESDAY, MARCH 21, 1905. JEunverat Hamily

REPORTS ON THE GENESEE

Flood Committee Submits Results of Inquiry.

CAUSES, REMEDIES

Main Street Bridge an Engineering Blunder.

PREVENTIVE MEASURES

Mayor's Committee Suggests a Cut to the South to Connect With Allen's Creek, Storage Reservoir, Deepening of the Channel - No Further Obstructions in River Bed

The report of the special committee at the Genesee river has been submitted to the Mayor. In view of the floods of 1896, 1902, and the threatened flood of 1904, the president of the Chamber of Commerce appointed H. B. Graves, James E. Booth, L. G. Wetmore, Walter W. Cowers and W. C. Barry to investigate the matter in conjunction with a special committee named by the Mayor as fol-lows: E. A. Fisher, Thomas W. Finue, George W. Rafter, Houston Barnard

and J. Y. McClintock.

At the first meeting of the Mayor's conmittee, held September 8th last, and after a general discussion, it was decided to prepare as full a statement as possible, covering three main headings, namely, the history of floods, the causes and magnitude of floods, and remedies.

Although the committee makes several

Although the committee makes several suggestions and recommendations, it holds that they are not final, because such conclusions should be based only on exhaustive surveys, and with all the data at hand.

Among the suggestions are:
Raise river walls two feet above assumed maximum flood plane; or, lower flood plane by excavating river bed or widening channel; or, withhold portion of the flood in storage reservoir, allowing I discharge slowly during low water po

Discharging floods into Allen's creek, south of city, by making channel through tervening ridge. Remove of Court street dam and sub-

stitute of a movable dam.

Remove of portion of the building obstructing west arch of Main street bridge. Discharge o fportion of the flood water brough barge canal. Establish river lines and prohibit en

Establish system of flood prediction. Following is an abstract of the report prepared by the City Engineer:

Prepared by the City Engineer:

There are several early floods referred to by different historians, but there is no very authentic account of any flood previous to that of 1835. The years in which such early floods are stated to have occurred are 1785, 1803, 1813, 1814, 1815, 1817, and 1818. The most notable flood, however, of early days occurred October 23, 1835. An account of this flood is taken from the Rochester Taily Demerst. It was undoubtedly the greatest flood in Genesse river which had decerted within the historical period up

City's Greatest Flood. City's Greatest Flood.

In March, 1865, occurred the greatest flood ever known in Genesee river. This was a period of high water throughout. Western New York Nearly the entire central portion of Rochester was under water and the damage to property is slated to have exceeded \$1,000,000. An account of this flood is taken from the Rochester Union and Advertiser of Tuesslay, March 21, 1865.

Following the flood of 1865, the Legislauter passed an act authorizing the appointment of commissioners to inquire into and ascertain the cause or causes of the flood. The commissioners appointed analer this act were Addison Gardiner, Amos Bronson, Levi Watel Goorne, I Whitney and George E.

March 17, 1865. That the measures recommended were not rried out is shown by the fact that floods curred in 1867, 1875, 1889, 1899, 1893, 1894, 96, March, 1992 and July 1992.

Causes and Magnitude of Floods.

rhile Rochester is 3-20.

Table No. 5 shows that temperatures at fiese stations are sometimes as low as 15 legrees to 16 degrees for a whole mouth. When isopperatures are as low as 15 legrees to 16 degrees of 20 degrees throughout the entchance of 30 degrees throughout the entchance of 100 miles and following the entchance of 100 will be formed in upper river and plantary and Polymary, vast amounties of 100 will be formed in upper river and fire will be formed in upper river and formed when such conditions obtain.

Table No. 6 gives dain relating to Genesco diver such as distance between various lossy done has distance between various lossy done has distance between various lossy done has fire at a various points, in square milies; elegation of water surface; total fail in feet, and average fall per mille in feet.

Table No. 7 shows relation between rainfall and van off in Genesce estelment for the years 1830-1948, includy.

Table No. 8 shows the sween substitution of the entchance; used or Genesce river, to gether with possible flow section between the proposition of the entchance; used or demonster from the component of the substitute of the section of the substitute of the substitute of the proposition of the entchance are also not formed to the polyment of all and probably max; must indrow to flats above Rockuster of 13 000 eight feet per second, but there will not be an outgo nearly as large as this because of prolonger of the interest.

Probabilities of Freshets.

Committee's Recommendations.

RATE IS REDUCED

Tax Decimal Falls Below \$19 Per \$1,000 Assessment.

MCREASE IN VALUATIONS Herned mach 2370

City Assessors Announce Valuations on Real Estate and Personal Property, Showing Surprising Gains Over Last Year - Gain in Franchise Valuations Also Promised.

The official valuations of property made by the City Assessors were given out for publication yesterday, They were an agreeable surprise for the taxpayers, owing to the unexpected large increase in the valuations during the year.

The total assessment of real estate was \$113,374,515, an increase of \$4,937,-115 owing to the large amount of building done in the city last year. The personal property was fixed at \$8,589,100, an increase of \$228,050 over last year. The pension purchased property was as-sessed at \$52,550. The State Tax Commission has not yet forwarded to Roch-ester the franchise valuations, put it is nown the franchise valuations have been increased this year \$1,400,000, making the franchise valuations of the city \$6,364,790. This makes the total valuations for 1905, \$126,680,955; of which the franchise valuations are estimated. These are the official valuations of the sessors on real and personal property wards;

OX Market		
		Persons
First	\$10,296,200	\$806.25
Second	6,137,050	8 2 2
Third	5.741.725	682,4
Fourth	7,411,726	491.0
	11,498,025	1.650,9
Fifth		1,079,8
Sixth		149.30
Seventh		1,45 14
Eighth	2,862,425	69.4
Math management	3,503,390	102,3
Tenth	5,423,430	1735-7
Releventh	4.870 200	100,4
Twelfth		2807.48
Thirteenth	5,446,50	70.0
Fourteenth		77.8
		61.79
Fifteenth		95.6
Sixteenth		100.0
Seventeenth	5,266,003	25.7
Eighteenth	4, 749, 575	Jim d
Nineteenth	6.307,275	28 0
Twentleth	2,875,900	50,0
Total	\$112.374.515	\$1,589,1
A MARIE CONTRACTOR CONTRACTOR	A 2 4 10 1 10 1 10 10 10 10 10 10 10 10 10 10	

As soon as Brighton is annexed there will be added to the assessment roll next month all the property of that territory. The city assessors will have no time this year to make their own valuations and they will probably be required to accept the valuations of the village asseasors in bulk, waiting until another year for an opportunity to view the new territory in person, There will be add-ed from this source next month ap-proximately \$900,000. This will being the total navessed valuation or the city decimal. There is still some guesswork in estimating the tax decimal as two the franchise valuations and Brighton property. It is now certain, however, the new tax rate will fall under \$19 and the prospects are that it will not exceed \$18.75 per \$1,000 assess-

Another feature of the increase that will be beneficial to the city, aside fro the reduction of the inx rate is the large increase in the constitutional debi limit. The increase of \$5.500,000 in the sagregate assessments on real estate and franchises will increase the debt limit \$550,000 or ten per cent of the increase. This will make the sale of city bonds easier by eliminating all legal questions as to the debt limit in the future.

The increase in the city valuations in

the last five years is practically all due

*

to the increase in real estate valuations, it is based on a legitimate increase by reason of extensive buildings operations and the raise in value of suburban property. Even with the increase in personal property this year, the personal property of the city is now assessed at a lower figure than it was five years ago. The personal valuations in 1901 were \$7.378,530 and in 1805 were \$6.389,100. Nor is there any great increase in the Nor is there any great increase in the franchise valuations in the last five years. Whatever increase has been made in franchise valuations has been offset by the reduction in personal property refuse.

values.

The net gain in the city assessment is due entirely therefore to the rapid increase in real estate values. These are the figures of real estate valuations in the past five years: 1901, \$103.041.475; 1902, \$104,636,500; 1903, \$107,198,750; 1904, \$109,-277,400; 1905, \$112,374,515. This is an increase in ten years of over \$10,000,000 in 377,400; 1905, \$113,374,515. This is an increase in ten years of over \$10,000,000 in the values of real estate. The property purchased by pension money has only a slight affect on the Lax decimal as it is assessed only for school and highway purposes, making the rate on this property about a third as high as is paid by other real estate. This property other real estate. This property was never assessed for any purpose until 1992, when a law was discovered, requiring its assessment for the two purposes mentioned, but permitting it to escape

THE UNION AND ADVERTISER:

SATURDAY, MARCH 25, 1905.

ORDINANCE FOR SMOKE **PREVENTION**

Corporation Counsel Webb Has Submitted Preliminary Draft to President Rogers.

Committee Appointed by Chamber of Commerce Will Go Over It and Then Present It to Common Council.

Little Opposition Expected to Its Passage-Use of "Washery Coal" in Pennsylvania and Massachusetts.

consider the question of the abatement of the smoke nuisance which was held at the Chamber of Commerce on the evening of March 6th, Corporation Counsel Webb has drafted a smoke ordinance along the lines of those adopted by other rities, and has submitted it to President Rogers, who will go over it carefully rith the committee appointed by the Chamber to bring the question to a sat-isfactory Issue. That committee consist-ed of the following men: F. A. Stecher, president of the Stecher Lithographing Company; A. T. Hagen, president of the A. T. Hagen Company; E. G. Miner, Jr., co-president of the Pfaudier Compan Milliam C. Barry, of Ellwanger & Bar-y; Charles L. Grifflith, president of the tochester Candy Works; G. W. Ham, cresident of the C. T. Ham Manufactur-ing Company; Walter W. Powers, F. A. Sherwood, president of the Sherwood hoe Company. It is probable that the committee will

make some slight modifications in the ordinance, but as soon as that is done it will be presented to the Common ouncil, with the request for its passage, Since the appointment of the committee each member has been working separ-ately and making a thorough canvass of the different business concerns of the elty, in some cases using persuasion and in others simply giving entightening facts and statistics, which speak for homselves with the far-seeing business mun. The result of this systematic work is that the business men as a whole have been educated up to the modern conditions, and it is thought when the ordinance is finally presented for passage there will be little opposition

It is generally agreed that although the best interests of the city demand the abatement of the nuisance and a num-ber of the prominent manufacturers are willing to do their part from a sense of public duty, the only way in which a permanent good can come of it is the sage of an ordinance making it compulsory, and fallure to comply with the ordinance a misdemeanor. This has been he experience of other cities, and it has found that such an ordinance donot impose any hardship on the manu-facturing interests of the city, and, of contrary, proves to their benefit in ourse of a very few years. Before the mass meeting of March

-

been, that if such an ordinance was passed, the effect would be both to drive manufacturing plants away from the city and to keep others from coming here. This question was very effectually answered by another question. Where would the manufacturies go? There is ordinance in effect. In addition to answering this question, the meeting went further and proved by actual statistics, collected from this city and from cities all ever the country, that the use of smoke consuming devices was a distinct saving to the users, aside from any beneficial effect it might have on the welfers of the city and the public at large.
The following extract from the Board

of Trade Journal of Scianton, Pa., re-reduced by Secretary Ives, goes to show that the use of soft coal by manufacturing plants is not as economical as the use of "nashery coal," This journal says; "During the long six months in 1302, when the miners were on strike, bituminous coal made great and devas-ating inrouds upon the anthracite market, but it is a source of gratification to know that the hard coul is regaining all of its lost ground, and actually gaining new territory in certain directions. The towerful ally of the hard coal in the fight to regain and maintain this market the coal known as "washery coal. The output of the product of the many washeries in 1904 was an increase over that of 1903 of nearly 6,000,000 tons. While bituminous coal is cheaper than

anthracite it gains its market largely through the purses of the consumer, but when the anthracite companies developed the washery and thus began the reclamation of the culin dumps they were in a position to undersell the bituminous coal. This washery coal is proving a michay factor as a wedge convice. ing a mighty factor as a wedge opening the way for anthracite. There is so much in favor of the washery coal in inatter of price that it has practically robbed bituminous of its choicest argu-

ment, that of price.

As an illustration of how washery coal surpasses soft coal in the eastern market we might rake the prices of each "alongside" at Boston. Bituminous last month commanded a price of \$4 n ton; washery coal \$1.90 per ton. The difference of \$2.10 per ton in favor of washery is a most powerful magnet to draw the purchaser of large quantities of steam fuel irresistibly to the washery was. Furthermore, the supply and price of the washery coal, company years. of the washery coal, commonly spoken of the washery coal, commonly spoken of high the market as No. 3, is steady and uniform. It is not so with bituminous coal, of which supply and price fluctuate with exasperating frequency

At the time of the big strike in 1902, as before stated, the bituminous coal men ade inroads on the anthracite markets of the east. The result has been that the people of New England have been given a baptism of smoke and soot as o almost necessitute an advance in water rates and the quotations on soap. This has raised a spirit of rebellion which is doing much to drive bituminous out of that region. Several of the larger cities have already passed ordinances against what has come to be known as the smoke nuisance. It is a question that is commonly discussed, and every city of any account in the whole state of Massachusetts is now agltating such a measure, and the very near future promises to find them all in line against the dense pall of bituminous

SATURDAY, MARCH 25, 1905

WILL TRY TO GET CITY SMOKE LAW Ate 1905

CHAMBER OF COMMERCE HAS EFFORT UNDER WAY.

ORDINANCE NOW DRAFTED

At Request of Clinton Rogers, President of Chamber, Corporation Counsel Webb Has Made Draft of Proposed Law-Committee toMeet

That the Chamber of Commerce, in his

led by the chamber, the subject of make prevention has been effectively ad-ocated, has resolved to have an ordinance or the regulation of this evil submitted to be Common Council. Investigations state ed at the instance of Mr. Rogers has shown conclusively that the production of smake can be prevented by means of va-rious appliances, and, moreover, that is the use of these such a large saving is real the use of these such a large saving is real-zed that they pay for themselves in a remarkable short time. Since the investigations were begue, many methods by which the snoke evil may be abated have been brought to the attention of Mr. Rog-cr-, members of the chamber and others. Corporation Counsel Wobb has drafted a snoke ordinance for Mr. Rogers, after making a study of those in force in other cities. It is probable that a meeting of a committee, appointed as directed by the corporation of the Chamber of Commerce at its meeting on Monday night, March 6th, will be held in a few days. Plans for obtaining the necessary legislation will be thoroughly considered before further definite action is taken.

The names of the members of the com-mittee charged with continuing the work

of agutating for the prevention of smoke follow: F. A. Stecher, president of the Stecher Lithographing Company: A. T. Hagen, president of the A. T. Hagen Company: E. G. Miner, Jr., vice-president of the Pfaulder Company: William C. Barry, of Ellwanger & Barry: Charles L. Griffith, president of the Rochester Candy Works: G. W. Ham, president of the C. T. Ham Manufacturing Company: Walter W. Powers, F. A. Sherwood, president of the Sherwood Shoe Company.

Outgrowth of Mass Meeting.

At a meeting of the Board of Trustees of the chamber, held Thursday afternoon, February 23d, the question of smoke prevention was thoroughly discussed. The results of an investigation by John M. Ives, secretary of the chamber, were presented. This investigation showed that, where smoke consuming devices had been given a fair trial, the mossion of brown and black smoke had been practically stopped, and that this had been done with a large saving to the users. It was also shown that there was a strong sentiment among manufacturers and business men in favor of some action tending to prevent

stacke.

It was decided by the trustees that the meeting of the corporation of the chamber, Monday night, March 6th, should be a mass meeting, for the consideration of the smoke problem. There was an attendance of fully 250 men at the mass meeting, and a number of addresses, urging that some-thing be done in the matter under consid-eration, and in which the feasibility of such action was ably presented, were made. John Krause, supervising engineer of Cleveland, was among the speakers. The following resolutions were unanimousadopted:

Resolved. That it is the sentiment of this necting that the time has come when active deeps should be taken for the abstement of the soft smoke nuisance; he is further Resolved. That the president of the Chamere appoint at his discretion a committee that shall take charge of the natter and continue to follow it up until tone solution has been reached.

"Washery Coal" as Smokeless. Secretary Ives has just received a copy of the Board of Trade Journal of Seranton, Pa., in which an economical method of preventing coal snoke is suggested, and in which reference is made to the general action in the cities of Massachusetts against this nuisance. This journal says:

action in the cities of Massachusetts against this nuisance. This journal says:

During the long six months in 1902, when the indires were on strike, bituminous coal made great and devastating inroads upon the authoracie market, but it is a source or graining all of its lost ground and actually gaining all of its lost ground and actually gaining all of its lost ground and actually gaining new territory in certain directions. The powerful ally or the merit coal in the fight or regain and maintain this market is the coal known as "washery coal." The output was an increase over that of 1953 of nearly (900,009,000,000, 100).

While bitunianous coal is cheaper than antiractic it gains its market largely through the purses of the consumer, but when the antiractic companies developed the washery and thus begon the reclamation of the coal mumps they were in a position to underself the bitunianous coal. This washery coal is proving a mighity factor as a wedge opening the way for antiractic. There is so much in factor of the washery coal is proving a mighity factor as a wedge opening the way for antiractic. There is so much in factor of the washery coal in factor of the output and price of standard in factor of the washery coal in factor of the precise of cach "falongside" at Boston. Bluminous has month commanded a price of \$4 a ton, whelever coal in factor of wishery is a most powerful magnet to draw the purchaser of bits quantifies of stone field prices of the washery coal, cannot only spoken of in the market as the stone and price of the washery coal in the factor of the washery coal, cannot only spoken of in the washery coal, cannot only spoken of in the washery coal, and price of the washery coal in the factor of the wash

SMOKE NUISANCE

Corporation Counsel Drafts Ordinance for President Rogers.

WILL BE SENT TO COUNCIL Jeras march 25, 1900

Chamber of Commerce President Will Put Smoke Ordinance Into Practical Form and Ask Its Adoption - No Good Argument for Smoke Nuisance on Business Grounds.

It is evident that President Clinton Rogers of the Chamber of Commerce does not intend to permit the sentiment in favor of a smoke ordinance, created by recent investigations to die out. At his request. Corporation Counsel Webb has drafted a smoke ordinance, tollowing the lines suggested at the recent Chamber of Commerce meeting and this ordinance was sent to Mr. Rogers for The ordinance was in the nature of a

preliminary draft and may be subject to some modification by the Chamber of Commerce Committee before it is finally approved and forwarded to the council with a request for its passage. Mr. Rogers said yesterday he did not wish rdinance until it had been carefully considered and put in that form. There

it would not drive manufac from coming here; that simply as business proposition, smoke consumers were economical and paid for them-

This meeting demonstrated that the only argument against a smoke ordinance, based on business consideratlons was ill founded. There has never heen any answer to the argument that the smoke nuisance was a detriment to lealth as well as obviously uncleanly and obnoxious to the public. The only defense was that it was necessary to the success of manufacturing to burn and coal here in order to compete with manufacturers in other cities and that soft coal could not be burned without

creating a smoke nuisance.

Through the investigations and demonstrations of President Rogers, backed by other public spirited citizens, the way has now been opened for the adoption of an ordinance, making it s. misdemeanor to create a smoke nulsance and requiring that smoke consumers be installed on all furnaces using soft coal. coal. In most cases fair minded business men will accept the ordinance in good spirit and conform willingly to its requirements. In some cases there may requirements. In some cases there may be found manufacturers who through prejudice or ignorance oppose the ordinance, fearing to be put to additional expense. As has been stated, it is a matter of education quite as much as a matter of prosecution to bring all the manufacturers of the city

o put into legal form the requirement hat the smoke nulsance must be abolished. It is expected a sufficiently required changes in their plants without nunecessary rush or hardship.. Un-doubtedly the introduction of the ordinance in the council will stir up considerable discussion and some oppo-sition, but if the ordinance is favored by a large majority of the business me of the city, the Aldermen wil have no hesitation in enacting it.

THE POST EXPRESS:

MARCH 30, 1905.

SHOW ITS ECONOMY

Smoke Abatement Department of Cleveland Issues Statement,

Records of Tests and Endorsements of Well-known Men Demonstrate Efficiency of Mechanical Stoker-

Meeting of Chamber Trustees.

A clear exposition of the causes of soft money in coal bills and the cost of labor, Smoke Prevention and Economy," re ontly issued by the department of smoke at the Rochester Chamber of Commerce omplete. The absence of any of these conditions results in imperfect combustion and is likely to result in the production of black smake,"

The phamplet states that a perfect further branche which combustion is con-

piete and the maximum heating value secured from the fuel. When fresh coal is feel to the fire either by hand or me-chanical means, the first process which takes places is one of distillation. The combination takes place, and in a very chort line. This means that the air imply must be considerably for eased at the time the coaf is put into the furstuck at the time of first. The logical solution of the smoke question then in connection with the steam botler plants,

th the changes in demand on a steam

with the changes in demand on a steam plant. The mechanical stoker in various forms accomplishes such uniformity of fuel supply, and proper furnace construction and damper arrangements govern in a satisfactory way the air supply. Here follows a description of the three distinct types of mechanical stokers in general use. One is the traveling or link grate in the form of an endless chain. For plants where the load is uniform and there is no occasion for severe forcing of the boiler, this is declared to be a very satisfactory type of stoker. A second type has inclined grates placed either in front or at the sides. Some of them are provided with clinker bars which work automatically and keep the furnace practically free from ash. The third type is the underfeed stoker. It is affirmed that a mechanical stoker of any one of these several types, meets most of the requirements to b found in a geneal stationary plant. The pampha genral stationary plant. The pamph let continues :

continues : "The tendency in modern developme The tendency in modern development of materials, and the mechanical automatic handling of coal in a plant of any size is in line with modern development, so that the installation of a mechanical stoker equipment in a large plant is made with a view of economy in labor as well as commony in fuel consumptions. made with a view of economy in (300) as well as economy in fuel consumption; but even in small plante where the cost of laber has not been changed by the mechanical stoker installation, it is the mechanical stoker installation, it is the most universal testimony that the most of astoke, or smoke prevention device, effects a net economy when all additional expense which can be properly charged to it, are taken into account. The experience of this department is such as to warrant the statement that smoke prevention and fuel economy are recoverious terms, and this statement. synonymous terms, and this statement is borne out by the records of tests, and the leters of well known men inclined

The smoke nuisance did not come up The smoke nuisance did not come up for discussion at the meeting of the Chamber of Commerce trustees yesterday afternoon. Robert A. Badger presided, in the absence of President Rogers. It was reported that no agreement had been reached in the matter of the uniform gill of lading and that the use of both old and new forms will be permitted until such agreement is reached. The resolution of the Buffalo chamber approving the interchangeable mileage The resolution of the Bullato Chamber approving the interchangeable mileage book, was indorsed. Notice was received from Division Freight Agent Bowman, of the Erie railroad, that beginning of the Erie railroad, that beginning April 1st a train will be run from Corning to Rochester, leaving Corning at 5.45 in the morning and reaching here at 8.45. The regular meeting of the corporation will be held next Monday evening. Engineer George W. Rafter will deliver an address on flood prevention. Philip Hansom, J. B. Keller & Sons and the the new members admitted.

DIDN'T TOUCH SMOKE QUESTION nch 30 - 0. FC. Chamber of Commerce Trustees Hole Monthly Meeting.

The trustees of the Chamber of Commerce ld a regular meeting yesterday afternoon The smoke nuisance was not discussed. The matter of a uniform bill of lading has received a setback, although a new form of bill of lading has received the support of business men's associations. A new form was issued, but there were many objections so it was finally decided to postpone action on the matter and permit the use of obth the old and new forms until an agreement

can be reached. The International Arbitration Society will hold a peace conference at Lake Mohonk of

May 31st and June 1st and 2d, and the cham-ber appointed Secretary Ives a delegate. The resolution of the Buffulo Chamber of Commerce approving the adoption of an in terchangeable mileage book was concurred in by the trustees of the Rochester chamber. The new form of mileage book allows its use by different members of a firm or associa-

Notice was received from the Eric Railro Company, through George A. Bowman, the division freight agent, that beginning April 1st a new train will be run from Coraling to Rochester, leaving Corning at 5:45 A. M. and reaching this city at 8:45 A. M. Passengers to reach this city two hours earlier than heretofore, and milk shippers will take advantage of the early run. The Eric was thanked for its prompt attention to the quest of the Chamber of Commerce.

A regular meeting of the Chamber of Con merce will be held next Monday night. En-gineer George W. Rafter will deliver an ad-dress on methods of dealing with foods. Mr. Rafter was a member of the committee pointed by Mayor Cutler to investigate flood conditions in the Genesce and is thoroughly conversant with the subject. City Engineer Figher will also speak on this subject.

The following members were admitted the Chamber of Commerce: Palify Hausen, Rochuster News Company, J. B. Keller & Sons, and the United States Automobile Company, 15 S. Woodward, manager,

ADVERTISING A NATION.

Swedish Government Issues a Valuable Work on Country.

eden: Its People and Its History," is the title of a remarkable book recently received by Secretary Ives of the Chamber of Commerce. The book came with the compliments of Charles Raon, consul for Sweden and Norway to New York City, It is published by the government of Sweden and contains a vast amount of interesting statistics, history and general information concerning the country,

its products and its progress.
To that class of Americans who feel that America represents all that is moorn and praiseworthy the book contains many revelations. The Swedish students or sociolegy have far more to show by

way of aecomplishment than have their American brothers. There are many American brothers. There are many Swedish laws, which are enforced rigid by, for the protection of the workin classes, which would here be consider as limiting the rights of the "captain of industry."

Matchmaking—not of the matrimonial protection is a great industry in Swiden.

Matchmaking—not of the matrimonial protection is a great industry in Swiden.

watermassing—not of the matrimomat variety—is a great industry in Swiden, and the regulations for the betterment of the conditions of the men employed in match factories are at least unusual.

The proprietors are made responsible for the health of their employes. If a man is injured or falls III, the government

vides that a set pension must be pale him by his employer during his enforced absence; nor is he allowed to return to

work until he has passed a satisfactory physical examination. In case the unfortunate should die, his employers mus

give a set amount toward the expense of give a set amount loward the expense of his funeral. In the rooms where the matches are dipped in sulphur the men may not work more than four consecu-tive weeks at a time. The regulations

provide for the sanitary condition of these rooms. The men must change their clothing before entering, and upon teaving these sulphur rooms, and the employees are obliged to furnish the

employers are obliged to furnish the men with the necessary changes of

Politics, manufactures, commerce, th

Politics, manufactures, commones, professions and the sciences are dealt with in detail in this magnificent work, which was compiled and edited by Gustav Sundbarg, first actuary at the Royal Swedish Central Bureau of Statistics. An

appropriation for the publication of the

work was made by the Swedish govern-ment in 1900. It was to be printed in three languages, French, English and

The French edition was completed in

The French edition was completed in 1901 and the major portion of it was distributed at the Paris Exposition. Then came a delay, during which the matter was brought down to date, and the Swedish edition was published and issued in 1903. The English edition is now in course of distribution, The volume is handsomely bound, profusely illustrated

in course of distribution, the course of distribution, and somely bound, profusely illustrated and contains nearly 2,000 pages. The great variety and value of its contents make it one that is not likely to be thrown aside after a casual glance, and it will probably serve well its intended.

end of making the nations of the world

better acqualuted with the country of

Please destroy the folder sent you last month showing the list of Officers and Standing Committees of the Chamber for 1905 and substitute this one instead.

JOHN M. IVES, Secretary.

FAVOR MILEAGE BOOKS.

Trustees of Chamber of Commerce Com At the last meeting of the twisters of the Chamber of Commerce, the action of the Trunk Line Passenger committee in securing Interchanged securing interchangeable mileage book for business men, was commended an for business men, was commended the following resolutions were adopted the introduction of interchangeable 1.0 mile mileage books, good for passage various trunk lines outering Rechester in the territory rethulary in Rechester in the formal the efforts of the Trunk largely through the efforts of the Trunk Rechester in the formal formal

Rochester Chamber of Commerce.

A Regular Monthly Meeting of the Corporation will be held in Assembly Hall MONDAY, APRIL 3, 1905, at 8 P. M., on which occasion

GEO. W. RAFTER, C. E.,

an acknowledged authority in hydraulic engineering and a member of the Special Committee appointed by Mayor Cutler to take into most important subject.

Following Mr. Rafter

CITY ENGINEER EDWIN A. FISHER

will make a short address along the same lines, after which the meeting will be open for discussion.

Please show your interest by your attendance. Come yourself and bring a friend.

After adjournment luncheon will be served.

JOHN M. IVES,

Secretary.

Rochester, N. Y., March 31, 1905.

consideration, with the Chamber of Commerce Committee, the question of floods in the Genesee river and the best means to control same, will address the Corporation, giving his views on this

HOW FLOOD CONDITIONS

Engineer Rafter Addresses Members of Chamber of Commerce.

MAY BE MET

Canal to Allen's Creek Would Prove Beneficial but Cost of Building Would Be Great.

City Engineer Fisher Proposes to Construct Movable Dam at Court Street Which Would Prevent Ice Jams.

The question of flood conditions in the Genesea valley was pretty thoroughly gone over last night at the monthly meeting of the corporation of the Chamber of Commerce, and different ways in which the cyll might be remedied were

UNION AND ADVERTISER suggested by members of the committee which the mayor appointed to investigate and report on the matter.

Engineer George W, Rafter was the Engineer George W. Rafter was the first speaker of the evening. He prefaced his paper by saying that floods had been the subject of much worry, and the cause of much loss of life and property, for the last four thousand years and that simply because Rochester had not suffered from a severe flood for a good many years was no reason why every precaution should not be taken. Continuing Mr. Rafter sald:

"Aside from the expense, a satisfactory solution of the flood problem could be

"Aside from the expense, a satisfactory solution of the flood problem could be made by diverting flood flows south of the city through the valley of Allen's creek and into Irondequoit bay, thus reproducing the original channel of Genesée river, which probably flowed this way. During the glacial period a large amount of marainic material was deposited in this channel, turning the stream into its present channel to west of Mt. Hope cemetery and through the city. The intervening ridge is about sixcity. The intervening ridge is about six-

to be cut through.

"This plan would also require the purchase of the right of way, the straightening of the channel of Allen's creek and ing of the channel of Allen's creek and Irondequoit river, the enlarging of the bridge openings under the New York Central & Hudson River railway's main line as well as its Auburn branch, the construction of an aqueduct of adequate dimensions to carry the barge canal, and would, altogether, cost considerable money, but it is an absolutely effectual remedy for floods in the city of Rochester.

of diversion is southwest and a spillway located here, about 1,000 feet in length and something like two feet above the ordinary river level, would permit of the discharge beginning whenever the river rose two feet. A spillway could be constructed of a thousand feet in length structed of a thousand feet in length structed of a thousand feet in length which would discharge twenty thousand cubic feet per second at a depth of three feet. The water in the river then would not rise more than five feet and ordinarily it would not exceed four feet. The flood committee is of the opinion that this matter ought to be looked into to

the extent of surveys thorough enough -

the extent of surveys thorough to permit an estimate of cost.

"As regards floods above the Johnson and Seymour dam, it was proposed to substitute either a V-shaped dam or a movable dam at this place, the movable dam to be lowered during floods. A V-shaped dam is exactly what its name implies—V-shaped, extending up the river. Such a dam can be made, increasing the length of the crest from its present length of about 397 feet to a length of 560 feet, or increasing it 163 feet. Such dams have not thus far been used in this country, although they are common enough in England, and there are extensive discussions in engineering literature as to their effects. In some cases they seem to have acted well, and in others very poorly. If there is roome cough to excavate the banks for some in others very poorly. If there is room enough to excavate the banks for some little distance at the sides, so that the water can approach the weir approximately at right angles they act well and accomplish the purpose for which they were designed. In the case of the Genesca river, such additional width could edy be obtained by purchasin er'y of the Eric and Lehigh Valley rai ways, which are now located on either side of the river, and this alone would

probably make a V-shaped dam pro-hibitive on account of the expense, "A fixed dam such as the Johnson and Seymour dam in its present state, is Seymour dam in its present state, is of considerable value as an ice breaker. When ice is going out of the river it frequently happens that large cakes of from 10 to 100 feet square and from twelve to fifteen inches thick approach this dam batact, but they are effectually

broken in passing over it.

"It seems clear, therefore, that the
Johnson and Seymour dam ought not to
be removed without an efficient for
breaker is substituted in place of it "The course of the river at the point Luckly, this is very easy to attain. Between the Johnson and Seymour dam and the aqueduct there is rock bottom and the river fail twelve feet in a discount of the control tance of 1,000 feet. If, therefore, the river bed is excavated six or eight feet below its present level and below the son and Seymour dam, an ice bre

dam at this location. "There has been some discussion as to whether it is desirable to lower the flood whether it is desirable to lower the hood plane above the Johnson and Seymour dam, on account of the tendency to lee jams at the head of the pond. Above Clarissa street bridge, the Genesee river exhibits a peculiarity common to all streams—namely, when there is a steep grade down which water passes with vousiderable velocity, with a flattening of the grade and shoal water at the foot. of the grade and shoal water at the foot, there is a tendency to ice jams there.
ice jams form wherever the condition
of a steep grade, followed by shoal water, curs. The question has been raised as to whether the water in the Johnson and Seymour pond could be safely lowered on this account. When an ice jam forms at such a point, the water backs up behind it until there is enough accumulated water to shove the ice jam along. If, in the meantime, the river is clear below, conditions in this way-that is to say the lee jam passes out when the water eaches sufficient volume and velocity to carry it along.
"Moreover, ice jams usually occur b

fore there is a large flood—at any rate, that has been the experience on Genesee river. Frequently, not more than two or three feet of water are going over the Johnson and Seymour dam when an ice jam forms, although a flood does not be-come serious until about seven feet are passing over that dam. There will be no difficulty about making a movable dam which can be kept at the present height of the Johnson and Seymour dam, but which, in the early stages of a flood, can be raised two or three feet more, thus assisting the movement of an ice jam by deepening the water. If a movable dam is constructed, embodying this idea, and at the same time the ice is removed from the lower part of the pond by blast-ing, as has been done for a number of years, the flood danger above the Johnson and Seymour dam is absolutely re-moved. There is no trouble about making a movable dam water tight under the

"It is also cousif and possible that a

MAP SHOWING PART OF BRIGHTON ANNEXED The Annexed Part Is the Territory Within the Heavy Black Lines, and Includes the Entire

THE UNION AND ADVERTISER: TUESDAY, APRIL 4, 1905.

Village and a Portion of the Town. MENG PLACE Wilson GRAND AVENUE GARSON AVENUE Wilson 26 Charlton UNIVERSITY Brown Bros. 19 BRIGHTON PACIFIC ST. HIGHLAND St Patrick Casper

portion of the floods in Genesee river can be discharged through the barge canal, without in jury to anyone, but since this plan is discussed in the report, it is merely men thoned here. Storage reservoirs, the e tablishment of river lines, the removal of a building obstructing Main street bridge and obstructions from the upper river, flood prediction, etc., are also all discussed in the report and are not included herewith.

"The recommendations of the flood committee are to the effect that the

committee are to the effect that the various projects outlined in the report should receive more thorough study than they have yet received, and estimates of cost preparéd. In the view of the committee whether should be received. mittee are to the effect that th mittee, whatever channels are constructed should be made ample to discharge at least \$6,000 cubic feet per second, and embed timester. embankments or river walls should be raised two feet above the assumed maximum flood plane. If it is concluded that the proposed new channel by way of Allen's creek is too expensive and entire Allen'; creek is too expensive and entire flood flows are taken through the city, the channel of the river should be deepfined and a movable dam constructed at Brown's race. Two methods may be used above the Johnson and Seymour damenther embankments to confine the river either embankments to confine the river or a movable dam. It is the opinion of the committee that more data should gathered before finally settling this

"The suggestions of the report are not intended to be either final or conclusive, nor was it intended to write a detailed engineering report, but rather to comply with the request of the mayor to 'discuss flood conditions in the Consultations flood conditions in the Genesee river as affecting the city '-it is hoped that the joint committees, as well as interested citizens, will be enlightened in this re-

After Mr. Rafter had finished speak After Mr. Ratter had finished speaking City Engineer Fisher made a short
address and outlined his plan of a moveable dam at Court street, which he believes would prevent the possibility of
an ice jam by raising the water several
feet, and thus water enough would be
held back to float the ice out. Mr. Fisher said that he approved the result of the court of the er said that he approved the recommen-dations made by Engineer Rafter in the main. County Engineer McClintock also made a few remarks concurring with made a few remarks concurring with what had already been said and then advanced his pet theory of clearing the bed of the river and removing all the ob-structions which would not only reduce the danger of a flood to a minimum, but would also beautiful the appearance of

uncheon was served and the discussed the question informally while clgars were enjoyed.

ROCHESTER IS AT MERCY OF FLOODS

ALLEN'S CREEK ROUTE AS AN EFFECTUAL REMEDY.

Afril 4, 190 J.

COST MAY BE PROHIBITIVE

George W. Rafter, Before Chamber of Commerce Discusses Possibility of Floods and Remedies Suggested by Mayor's Special Committee Democrat & Chronicle

At the monthly meeting of the Chamber Commerce last night the flood protection was discussed by the members of the Mayor's committee appointed to investigate the subject. President Clinton Rogers opened the meeting and introduced as the first speaker George W. Rafter, who has ou as an hydraulic enginee

Mr. Rafter said that flood protection has been a matter of discussion for four thousand years, and referred at some length to of the subject on the Rive Tiber, in Italy. In the case of the Genesec, he said, there has been much talk, but few actual results.

The disturbing conditions are," said Mr. Rafter, "that a flood more severe than any thus far experienced is liable to occur at any time when there is just the prop-concatenation of circumstances. No or can say when. All property within the influence of flood is, therefore, permanently at the mercy of uncertain visitation which may occur in any month and which may be more destructive than any previous deepening the water. If a movable dam is constructed, embodying this idea, and at the same time the ice is removed from the lower part of the pond by blasting, as has been done for a number of years, the flood danger above the Johnson and Seymour dam is absolutely removed. There is no trouble about making a movable dam water tight unler the conditions here imposed. flar occurrence. It is the part of wisdom, therefore, to recognize this fact and to so regulate the river that the most destrucive flood which could possibly occur may harmlessly pass."

After referring to some of the remedies suggested, Mr. Rafter continued:

Allen's Creek Route.

by diverting flood flows south of the through the valley of Allen's creek and into Irondequoit bay, thus reproducing the original channel of Genesee river, which glacial period a large amount of marainle was deposited in this channe about sixty feet above the river and would

require to be cut through.

"This plan would also require the purchase of the right of way, the straigh of the channel of Allen's creek and Iron-dequoit river, the entarging of the bridge openings under the New York Central & Hudson River Railway's main line as wel as its Auburn branch, the construction of an aqueduct of adequate dimensions to carry the barge canal, and would, gether, cost considerable money, but it is an absolutely effectual remedy for floods in the city of Rochester.

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cated here, about 1,000 feet in length and something like two feet above the ordinary river level, would permit of the ordinary river level, would permit of the ordinary river rose to 1 by the seed above the Johnson beginning whenever the river rose to 1 by the seed above the Johnson beginning whenever the river rose to 1 by the seed above the Johnson beginning whenever the river rose to 1 by the seed above the Johnson beginning whenever the river rose to 1 by the seed above the Johnson beginning whenever the river rose to 1 by the seed above the Johnson beginning whenever the river rose to 1 by the seed above the Johnson beginning whenever the river rose to 1 by the seed above the Johnson beginning whenever the river rose to 1 by the seed above the Johnson beginning whenever the river rose to 1 by the seed above the Johnson beginning the tree rose to 1 by the seed above the Johnson beginning to 10 by the seed above the Johnson beginning the tree rose to 1 by the seed above the Johnson beginning to 10 by the Seed above the Johnson beginning to 10 by the Seed above the Johnson beginning to 10 by the Seed above feet and ordinarily it would not exceed four feet. The Flood Committee are of the

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be obtained by purchasing the property of
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"A fixed dam such as the Johnson and Seymour dam in its present state, is of considerable value as an ice breaker. When tee is going out of the river is frequently happens that large cakes of from fifty to one hundred feet square and from twelve to fifteen inches thick approach this dam fintet, but they are effectually broken in passing over it.

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"It seems clear, therefore, that the Johnson and Seymour dam ought not to be removed without an efficient ice breaker is substituted in place of it. Luckily, this is very easy to attain. Between the Johnson and Seymour dam and the aqueduct there is rock bottom and the river fall twelve feet in a distance of one thousand feet. If, therefore, the river hed is excavated six or eight feet below its present level and below the Johnson and Seymour dam, an ice breaker will be formed quite

dam, an ice breaker will be formed quite as efficient as that now existing in the Johnson and Seymour dam itself. With

this done there would be no objection to substituting a movable dam in place of the present fixed dam at this location.

Lowering the Flood Plane,

"There has been some discussion as to whether it is desirable to lower the flood plane above the Johnson and Seymour dam, on account of the tendency to ice jams at the head of the pond. Above Clarissa street bridge, the Genesee river exhibits a peculiarity common to all streams—namely, when there is a steep grade down which water passes with considerable velocity, with a flattening of the grade and shoal water at the foot, there is a tendency to ice jams there. Ice jams form wherever the condition of a steep grade, Tollowed by shoal water, occurs. The question has been raised as to whether the water in the Johnson and Seymour pond could be safely lowered on this account. When an ice jam forms at such a point, the water backs up behind it until there is enough accumulated water to shove the ice jam along. If, in the meantime, the river is clear below, the ice jam will pass out without causing.

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"Moreover, ice jams usually occur be-fore there is a large flood—at any rate,

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three feet of water are going over the Johnson and Seymour dam when an ice jam forms, although a flood does not become serious until about seven feet are passing over that dam. There will be no difficulty about.

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Other Remedies Suggested.

ortion of the floods in Genesee river car

e discharged through the barge car ithout injury to anyone, but since t

of a building obstructing Main street bridge and obstructions from the upper river, flood prediction, etc., are also all discussed in the report and are not includ-

ous projects outlined in the report should receive more thorough study than they

have yet received, and estimates of cost prepared. In the view of the committee, whatever channels are constructed should be made ample to discharge at least 60,000 cubic feet per second, and embankments or river walls should be raised two feet above the assumed maximum flood plane. If it is concluded that the proposed new channel by we of Allay's creek

"The suggestions of the report are not intended to be either final or conclusive, nor was it intended to write a detailed nor was it intended to write a detailed engineering report, but rather to comply with the request of the Mayor to 'discuss' flood conditions in the Genesee river as affecting the city'—it is hoped that the joint committees, as well as interested citi-zens, will be enlightened in this regard." opinion that this matter ought to be looked into to the extent of surveys thorough permit an estimate of cost Movable Dam Above Court Street Movable Dam Above Court Street
"As regards floods above the Johnson and Seymour dam, it was proposed to substitute either a V-shaped dam or a morable dam at this place, the movable dam to be lowered during floods. A V-shaped dam is exactly what its name implies—V-shaped, extending up the river. Such a dam can be made, increasing the length of the crest from its present length of about 397 feet to a length of 560 feet, or increasing it 163 feet. Such dams have not thus far been used in this country, although they are common enough in England, and there are extensive discussions in engineering literature as to their ef-

Fisher's and M'Clintock's Views. City Engineer Fisher was the next speaker. He said he approved of the remarks of Mr. Rafter in the main, and then took up the question of a movable dam at Court street. He said it was apparent to all who witnessed the formation of the ice dam near Clarissa street this spring that if there had been a movable dam at Court street which might have been raised two teet above the present elevation, there was little doubt that water enough would be held back to float out the jee in the river between Court out the ice in the river between Court street and Clarissa street long before the ice from above came down and formed what proved to be a temporary but ex-

what proved to be a temporary but ex-tremely dangerous dam.

County Engineer McClintock made a brief address in which he paid a high compliment to the acumen of the previous speakers. He said it was evident that speakers. He said it was evident that still further information on the subject of flood protection was necessary, and when it was forthcoming the verdict would be that the proper way to avoid damage by floods would be to clear the river chan-

flow of the river," stid Mr. McClintock, of the city will be greatly incr APRIL 4, 1905.

SPRING FLOODS

G. W. Rafter Tells How To Curb Waters of Genesee.

CONSTRUCT A MOVABLE DAM

City Engineer Fisher and County Engineer McClintock Endorse Views Expressed by Mr. Rafter Before Rochester Chamber of Commerce-Rochester's Salvation.

A meeting of the corporation of the held last evening in the Chamber Commerce Assembly Hall. There was a large attendance and those present is-tened with no little interest to a paper by George W. Rafter on the floods in the Senesce River. Mr. Rafter gave a reume of the subject of river floods in gen crail and quoted a long list of figures relative to the conditions in the Genesee and feasable methods of preventing serious damage by the spring floods.

The speaker referred to a cartoon which appeared recently in The Herald, and said it aptly illustrated the tendence to talk about the matter without having recourse to any definite line of action. He told of the early efforts to control the waters of rivers in various parts of the world and prevent damage by the verflowing of their banks and the consequent flooding of adjacent territory. Mr. Rafter said in part:

"In the report of the flood committee there are a number of tables of which the first is perhaps as interesting as any. The table shows, so far as there is any record, the years i nwhich floods have occurred, the number of years behave occurred, the number of years between floods, the month in which floods occurred, so far as known, the cause, the quantity of water in cubic feet per second, where the flood was observed, the quantity of water in cubic feet per second per square mile of catchment area, and the literature references to the various floods.

"From Mt. Morris to above the feeder dam at Rochester, is a distance of 46 miles by the river, and the average fall per mile is only 1.2 feet. In this section the river flows through broad flats which in flood times form a great take extending from a short distance above Rochester to near Danwills a distance Rochester to near Dansville, a distance of nearly 50 miles. The broad lake is the salvation of the city of Rochester be-cause if flood flows were not temporarily great here as atoMt, Morris. From 1865 to 1902 no seriously destructive flood oc-curred at Rochester, although there several at Mt. Morris

"The River Committee of the Common Council, appointed in 1895, considered that Main Street bridge was an engineering blunder, because the opening of this bridge is so far inadequate to pass the maximum flood. An analysis of all the conditions of floods in Genesee River shows that there should be no bridge with less than about 5.400 square feet opening these feet opening, thus permitting the possi-ble maximum flood of 60,000 cubic feet per second to pass with a velocity not exceeding about 11 linear feet per second. On the basis of 5,400 square feet, Eric Canal aqueduct is short of its proper area, 1,092 feet, while Main Street bridge is short 2,033 square feet. Court Street bridge is Court Street bridge is, however, of ample capacity to pass the probable maximum

"An enbankment has been constructed mittee on building laws of the National Roard of Fire Underwriters, especially on all matters pertaining to limiting in 1904 on the west side of the river

which would tend to do away with any serious danger of floods."

Mr. Rafter was followed by City Engineer Fisher, who indorsed all the gineer Fisher, who indorsed all the previous speaker had said and expressed the opinion that a movable dam, capable of being raised two feet, would do a great deal towards preventing further great heal towards preventing further trouble from ice jams. He thought that if such a dam was placed in the river it might be raised when there was a large amount of ice in the river, giving the water head enough to float out the ice

end preventing it from becoming jam-med and acting as a dam, backing up the waters of the river and causing in to overflow the surrounding territory. County Engineer McClintock also adthe remarks which had been made by the preceding speakers. Herald,

CITY ANSWERS THE EXPERTS

Who Investigated Local Means for Fighting Fires. for symmetagens FOR LOWER INSURANCE RATES

Majority of Recommendations by Fire Underwriters Have Been Made or Projected-City Engineer's Summary.

At the request of Mayor Cutler, City Engineer Fisher has prepared a statement of the local means for nighting fires. This was called forth by the voluminous report of the experts employed by the National Board of Fire Underwriters, who visited Rochester last

Mr. Fisher at the outset presents a summary of the water supply system and the strength of the fire department, Taking up the recommendations by the fire underwriters, Mr. Fisher dissents from their suggestion that Rush reserbe made a direct distributing source,

under which the city mains have been laid shows that the entire pipe sys-tem, including the 36-inch distribut ing mains on each side of the city, has been designed with reference to the head from Mt. Hope reservoir. The nead from att. Hope reservoir. The plumbling is also adapted to this same pressure. Hence a connection of the dis-tributing system direct with Rush reser-voir would be unwise, as the varying pressure would increase the use, the waste, the leakage and the danger of breaks in the plumbing, in the distribution pipes, and more seriously in the reeders, and therefore not result in the ticipated benefits."

Reference is made by Mr. Fisher the improvements recently made at Rush and Highland reservoirs, the acquire-ment of land for a Cobbs hill reservoir. and an extensive plan for strengthening the distributing system which is in progress and upon which a certain amount of work is done each year; thus showing that all the recommendations by the underwriters in this matter have been an-

derwriters in this matter have been anticipated. The increase in the capacity of the Holly pumping system from 7,000,000 to 13,000,000 gallons per day is also noted. Large hydrants are being attached to the Holly system.

Under the heading of the fire department Mr. Fisher shows that the first thirteen recommendations of the underwriters have been adopted by the department of public safety. These refer to additional fire houses in Hudson and Monroe avenues, the rebuilding of Engine 10, etc. It is the Intention to purchase a quick-raising aerial truck and to provide quick-raising mechanism for chase a quick-raising aerial truck and to provide quick-raising mechanism for the eighty-five-foot aerial ladders. A training tower will be provided in the new fire headquarters building; also a

repair shop, as recommended.

It is stated that the commissioner of public safety does not think it necessary to increase the number of men in the engine companies as recommended. Larger hose wagons are being provided, capable of carrying 200 feet of 21.2 lines. capable of carrying ,200 feet of 21-2 inch capable of carrying ,200 feet of 31-2 men hose. An additional engine company will be provided in the congested district; also an additional engine company and ladder company near the state hospital and almshouse. It is the intention to conface hose wagons carrying chemical eplace hose wagons carrying chemical tanks, in the outlying distri combination wagons, to purchase exclu-sively first quality hose as at present and deluge sets for engine companies in the congested distance. congested districts. The location of an improved fire alarm system in the new fire headquarters building is promised. The policy of adding fire alarm boxes of most modern type yearly will be con-linued. Boxes formerly on buildings are being mounted on posts.

are being mounted on posts.

It is suggested by City Engineer Fisher that the new building laws be again taken up and that the recommendations made by the underwriters as follows be given careful consideration:

"That the new building laws be revised and amounted so that they will be vised and amended so that they will be more nearly conform with the sugges-tions now being prepared by the conthe warehouse class, and in a number of other minor requirements. That measures be at once adopted to fully enthe matter of installation of fire escapes

Mr. Fisher also recommends special

That the present laws be revised to include all the requirement esential to sufety of life and property, adding among important amendments regula-tions specifying the capacity and conves may be stored or kept for sale; also regulations for the storage and use of masoline in automobile stations; and the restriction of the transportation and use of explosive and inflamonable substances

lowed in any one building be material-That an official in the capacity of city

electrican be appointed head of the elec-trical bureau, whose duties shall be confined to the control of electrical conarved, and such further ordinances and

"That all dead wires be immediately

"That all old and doubtful inside wiring be re-inspected without delay, and all the National Electrical Code be reme-

"That all electrical contractors be re-

quired to obtain a license.
"That a special effort be made to eliminate exposure across the many narrow streets and alleys in the congested disicts by the rigid enforcement of wi dow protective devices such as may be aproved by the National Board of Fire shutters, wired glass in star frime, ontside sprinklers or other de-vices. This matter is one of urgent im-portance and should receive especial at-tention and precedence. Some of the streets which should be particularly pro-tected by the above means are: Aque-duct street ,Grove street, South Water treet. Minerva place, Ely street street, Division street, North Water street, Carthage alley, Corinthian street, Market street, Pindle alley, Hhe above namely in the mercantile districts That all buildings of manufacturing

and warehouse character shall have windows protected by similar devices where fronting on street lines in the co-"That suitable reulations be enacted to

enforce the protection of all exposed windows in fireproof buildings by similar "That especial measures be also taken o protect by similar means windows op-nings wherever exposed by buildings of

great area and height.

"The in carrying out protective measures of the above nature an absolutely rigid enforcement of the ordinances insisted upon by the authorities, so that each block in turn be completely pro-tected. It cannot be too emphatically stated that any laxity of enfo individual cases may invalidate the en-

fires to enter and get beyond control.

"That measures be adopted to prov complete fire cut-off at the cross the Genesce river on Main street, so that a configgration would not be communi-cated between the two sides."

many important impro made in the water and fire departments during the last two or three years are noted. "So far as known," says Mr. Fisher, "there has been no trouble from electrolytic action upon any of the street mains. In addition to the prec taken by the railway company,

alarm telegraph improves a sylvania syl that in view of the fine nighting fires in Rochester, commendations by the ex National Board of Underwriters were based largely upon what they saw was being done and had been projected he way of improvement. At least two-

A SUGGESTION TO THE CHAMBER.

Editor Post Express: 4/6/05 ber of Commerce a new train has himstalled on the Eric road. Now, if The Lehigh people, although approached on the subject several times, persistently refuse to give Rush a better service with Roch-ester. The service as it has been for some cars past is as follows: Leave Rush, 9.22

and oftentimes one cannot fluish his hustrespect for one who has hustled all day

I leave it with any fair-minded man is alked-of Rochester and Southern in hopes relief in that way. Can the Chamber of Commerce do th ople of Rush any good in securing be

or servee from the Lehigh

DEMOCRAT-KILL THAT GRAB BILL! 4/12

The people of the state of New York de mand the prompt and summary defeat of that bill now before the Legislature in the interest of the Niagara, Lockport and Ontario Power Company. No act of the administration of former Governor Odell won for him more cordial respect and praise than his veto of the same company's

bill of a year ago. Whether the Legislature of 1904 was or was not excusable, through ignorance or sness, for passing that measure such excuse cannot be urged in behalf of the present Legislature if by a majority vote in the two houses the bill of this year should go to the Governor with the adorsement of that body. Its character, its purpose and its consequences are nov known. It is known, also, what class of masive influences are now at work at Albany to secure its enactment.

It is known who are responsible for and are behind the measure, and it is no exaggeration to say that not only would its success be a public scandal, but it would compromise seriously among their enlightened constituents the standing of the men whose votes contributed to that suc-

Nearly or quite a million of people visit Niagara Falls annually to witness its sublime wonders. They come not simply from every quarter and section of the United States, but from every civilized land on the globe. Thousands of people have come to the United States from for eign lands with no other special purpose in view than to visit Ningara Falls. is the best known natural wonder of America, and, as a spectacle, surpasses in the siveness of its majesty and power

that, unless immediate steps are taken for its preservation, this great cataract in its seenic character will cease to exist Alton D. Adams in his article on the prospective destruction of the falls in Cassier's Magazine for March did not exaggerate in the slightest degree when he said: "Niag ara Falls are doomed. Children already born may yet walk dry shod from the mainland of the New York State Reservation to Goat island, across the present bed of the Ningara river."

In a recent article the Democrat and Chronicle quoted from the recent pamphlet of Dr. John M. Clarke, New York State Director of Science and of the State Muoum, in which that distinguished scientist struction of Ningara Fulls is as a result of the granting of franchises to power companies.

the booth.

agara river, as Dr. Clarke succession to "leave the entire American channel as dry as a

ed sites

nd. This

abstrac-

mount to

Clarke has underestimated the amount of water the Niagara, Lockport and Ontario Company would divert from the fails if the bill now before the Legislature should pass. We understand that the route of the proposed canal or flume is from above La Salle-between there and Tonawanda -to the Devil's hole, which, instead of providing for a fall of 150 feet, as reprewould make a fall of 300 feet and furnish Son,000 instead of 400,000 horse power, If this contention is true there is even

greater reason for defeating the bill than

The entire scheme both in scope and methods is audacious and disreputable. The powers granted by the bill should poration, certainly not to such a gigantic is believed, is behind this victors measure, Assemblyman Leggett's bill, if it became a law, would become a terror not only to the friends of Niagara Falls, but to the localities of the state which it would have the power to invade and to other holders. of franchises which sooner or later would find themselves in the grip of a monster. No private property in the state would be under this bill,

We cannot believe the Legislature will become so reckless as to approve a measure of this character. Certainly Governor Higgins could not be persuaded or intimi-

Anti-Smoke Ordinance. special committee of the Chamber commerce, was presented last evening the lasy and public safety committees for enorted and passed.

my building to permit the emission of lease smoke from the chinney; the moke is declared to be a public nut sauce, and a violation of the ordinance \$10 nor more than \$50 for each day that ment is provided in case the fine is not publ. It is provided that a smoke in spector shall be appointed by the Commissioner of Public Safety; that this inand that it shall be his duty to inspect chimneys and furnaces and require compliance with the provisions of the ordinance, which is not to take effect till

This is a very reasonable measure and nearly a full year is allowed manu facturers and the owners of commerners. It has been demonstrated conlusively that smoke-consumers are no nly practicable but that they will may for themselves in a short time by saving fuel. Indeed, this point is now so we' understood that many of the Rochesto ini buildings have introduced them of had some regard for the health and lize the wisdom of using smoke-ce uraers from a financial point of view The time has come, therefore, when the y can insist upon the universal use untice to anybody. Post Extress

CHRONICLE,

AIMS TO ABATE SMOKE NUISANCE

ORDINANCE INTRODUCED IN COMMON COUNCIL.

PROVIDES FOR INSPECTOR

Manufacturers and Others Affected Given Till April 1, 1906, to Do AwayWith Nuisance-Fathered by Chamber of Commerce President

merce, and the special committee appointed by bim, have prepared an ordinance "decar-ing the emission of dense black or gray smoke within the city of Rochester a public nulsance and prohibiting the same." dinance was introduced by Alderman West-bury, of the Third ward, in the Common Council last night, and on als motion was referred to the Law and Public Safety com-The proposed ordinance provides:

The proposed ordinance provides:
Section 1. The emission of deuse smoke
from the smoke stack of any locomotive or
engine or from the smoke stack of any stationary engine, or from the smoke stack or any stationary engine, or from the smoke stack or
chimney or any building anywhere within
the city of Rochester, small be decused, and
is hereby declared to be, a public nulsance
and is hereby prohibited.
Section 2. The owner, lessee or person or
corporation occupying any building and hay-

Section 4. There shall be an officer in the

Mr. Rogors said yesterday that the ordi-

ther cities, and this one has been framed to interested will have a full year to prepare for It. While looking out for the inte of the people in general, I think we have been fair to all, and that the ordinance, if adopted by the Common Council, and en-

A Reasonable Ordinance.

dent Rogers and a special committee of the Chamber of Commerce and presented in the Common Council meeting Tuesday might is eminently fair and reasonable in its provisions. It was drawn, evidently, with every possible consideration for the business interests to be affected by it; and it is commendably free from any requirement that will work fojustice or hardship. In the matter of penalties imposed for violation and in the time designated to clapse before the ordinance becomes operative, it is extremely lenient. A fine of not less than \$10 nor more than \$50 is imposed for each violation; and each day that the nuisance con-In default of payment of the fine, imprisonment for a number of days equivalent to the number of dollars designated in the five may be imposed. The ordinance is not to go into effect until April 1, 1906. In the matter of fines the smoke ordi nances of many cities are much mor severe than the one proposed for Roch ester, the penalty for a first offense being in some instances as high as \$200. four times the maximum specified here

The ordinance is simple and direct in dense smoke from any smokestack of chimney anywhere within the city of Rochester to be a public nuisance, "he by prohibited." That seems to be broad enough to cover the cases of the cant in the city and emit stifling columns of smoke while walting to take on their cargoes of freight or passengers. These steamers, because of the mearness of their smokestacks to the street level smoke offenses experienced by citizens and should be one of the first matters. taken up by the smoke inspector,

The owner, lessee or person or corpor ation occupying the building and having charge of the apparatus from which the smoke emanates, together with the person directly in charge of said apparatus are named as the responsible parties. Provision is made for the appointment of a smoke inspector by the Commis stoner of Public Safety. It shall be the duty of the inspector to examine chimnevs and other appliances for the conveyance of smoke; and he is invested with authority to enter boiler and engine rooms of buildings from which smoke is emitted, in order to observe the conditions which operate to produce the nuisance. Persons who obstruct the inspector in the discharge of his, duties shall be deemed guilty of violating the

This ordinance, which was presented by Alderman Westbury, was referred to It is to be hoped that those committees will act upon it with due dispatch. The fact that it is not to take effect for a year ought not to operate to delay its consideration and adoption by the Common Council. The earlier it is adopted. the less will be the excuse for failure to comply with its provisions after it has gone into effect. President Rogers and his associates in the Chamber of Commerce have done well in bringing this matter into tangible form. The city should not be deprived of the benefit of their labors by indifference or inactivity on the part of the Common Council. That body now has a practical smoke ordinance in the hands of its committees, Let there be no delay in considering it.

posed new channel by way of Allen's creek is too expensive and entire flood flows are taken through the city, the channel of the

portion of the floods in Genesee river can be discharged through the barge canal, without in jury to anyone, but since this pian is discussed in the report, it is merely mentioned here. Storage reservoirs, the ectablishment of river lines, the removal of a building obstructing Main street bridge and obstructions from the upper river, flood prediction, etc., are also all discussed in the report and are not included herewith.

"The recommendations of the flood committee are to the effect that the

committee are to the effect that the various projects outlined in the report should receive more thorough study than they have you received, and estimates of cost prepared. In the view of the committee of the c mittee are to the effect that the mittee, whatever channels are constructed should be made ample to discharge at least 50,000 cubic feet per second, and embankments or river walls should be raised two feet above the assumed maximum flood plane. If it is concluded that the proposed new channel by way of the proposed new channel by way of Allen's creek is too expensive and entire fleed flows are taken through the city, the channel of the river should be deep-fined and a movable dam constructed at Brown's race. Two methods may be used above the Johnson and Seymour damenther embankments to confine the river. either embankments to confine the river or a movable dam. It is the opinion of e committee that more data should gathered before finally settling this

"The suggestions of the report are not be either final or conclusive nor was it intended to write a detailed engineering report, but rather to comply with the request of the mayor to 'discuss flood conditions,

After Mr. Rafter had finished speaking City Enginee: Fisher made a short address and outlined his plan of a moveaddress and outlined his plan of a move-able dam at Court street, which he be-lieves would prevent the possibility of an ice jam by raising the water several feet, and thus water enough would be held back to float the ice out. Mr. Fishheld back to float the ice out. Mr. Fish-er said that he approved the recommen-dations made by Engineer Rafter in the main. County Engineer McClintock also made a few remarks concurring with what had already been said and then advanced his pet theory of clearing the bed of the river and removing all the obstructions which would not only reduce the danger of a flood to a minimum, but would not only reduce the danger of a flood to a minimum, but would also beautiful the appearance of

cheon was served and the discussed the question informally while cigars were enjoyed.

ROCHESTER IS AT MERCY OF FLOODS

ALLEN'S CREEK ROUTE AS AN EFFECTUAL REMEDY.

April 4, 190 J.

COST MAY BE PROHIBITIVE

George W. Rafter, Before Chamber of Commerce Discusses Possibility of Floods and Remedies Suggested by Mayor's Special Committee Democrating Phronicle

At the monthly meeting of the Chamber of Commerce last night the flood protec-tion was discussed by the members of the Mayor's committee appointed to investigate the subject. President Clinton Rogers opened the meeting and introduced as the first speaker George W. Rafter, who has reputation as an hydraulic engi Mr. Rafter said that flood protec been a matter of discussion for four thousand years, and referred at some length to the study of the subject on the River Ther, in Italy. In the case of the Genesse, he said, there has been much talk, but for actual sections.

any thus far experienced is liable to occ at any time when there is just the can say when. All property within the inat the mercy of uncertain visitation which may occur in any mouth and which may more destructive that any previous llar occurrence. It is the part of wisdom, therefore, to recognize this fact and to so regulate the river that the most destruc-tive flood which could possibly occur may harmlessly ones."

After referring to some of the remedies suggested, Mr. Rafter continued: Allen's Creek Route.

by diverting flood flows south of the city through the valley of Allen's creek and into Irondequoit bay, thus reproducing the glacial period a large amount of marainic interial was deposited in this chamabout sixty feer above the river and would

This plan would also require the pur chase of the right of way, the straight of the channel of Allen's creek and Iron-dequoit river, the enlarging of the bridge openings under the New York Central & as its Auburn branch, the construction of an aqueduct of adequate dimensions to carry the barge canal, and would, alto-gether, cost considerable money, but it is an absolutely effectual remedy for floods in the city of Robeston.

diversion is southwest and a spillway lo-

feet and ordinarily it would not exceed four feet. The Flood Committee are of the opinion that this matter ought to be looked into to the extent of surveys thorough nough to permit an estimate of cos

Movable Dam Above Court Street As regards floods above the Johnson and Seymour dam, it was proposed to sub stitute either a V-shaped dam or a mova stiffle either a V-shaped dam or a movable dam at this place, the movable dam to be lowered during floods. A V-shaped dam is exactly what its name implies—V-shaped, extending up the river. Such a dam can be made, increasing the length of the crest from its present length of about 397 feet to a length of 560 feet, or increasing it 163 feet. Such dams, base icreasing it 163 feet. Such dams have not thus far been used in this country, although they are common enough in Eng-land, and there are extensive discussions land, and there are extensive discussions in engineering literature as to their effects. In some cases they seem to have acted well, and in others very poorly. If there is room enough to excavate the banks for some little distance at the sides, so that the water can approach the well approximately at right angles they act well and accomplish the purpose for which they were designed. In the case of Genesee river, such additional width could only be obtained by purchasing the property of the Erie and Lehigh Valley railways, which are now located on either side of the river, and this alone would probably make a V-shaped dam prohibitive on account of the expense.

"A fixed dam such as the Johnson and

count of the expense.

"A fixed dam such as the Joluson and Seymour dam in its present state, is of considerable value as an ice breaker. When considerable value as an ice breaker. happens that large cakes of from fifty to one hundred feet square and from twelve to fifteen inches thick approach this dam thatet, but they are effectually broken in passing over it. passing over it.

passing over it.

"It seems clear, therefore, that the Johnson and Seymour dam ought not to be removed without an efficient ice breaker is substituted in place of it. Luckly, this is very easy to attain. Between the Johnson and Seymour dam and the aqueduct there is rock bottom and the river full twelve feet in a distance of one thousand feet. If, therefore, the river bed is excavated six or eight feet below its present level and below the Johnson and Seymour dam, an ice breaker will be formed quite as efficient as that now existing in the Johnson and Seymour dam itself. With as efficient as that now existing in the Johnson and Seymour dam itself. With this done there would be no objection to substituting a movable dam in place of the present fixed dam at this location.

"There has been some discussion as to whether it is desirable to lower the fleod plane above the Johnson and Seymour dam, on account of the tendency to ice jams at the head of the pond. Above Clarissa street bridge, the Genesee river exhibits a peculiarity common to all streams—namely, when there is a steep grade down which water passes with considerable velocity, with a flattening of the grade and shoal water at the foot, there is a tendency to ice jams there. Ice jams form wherever the condition of a steep grade, Tollowed by shoal water, occurs. The question has been raised as to whether the water in the Johnson and Seymour pond could be safely lowered on this ac-Lowering the Flood Plane. pond could be safely lowered on this ac-count. When an ice iam forms at such a point, the water backs up behind it until there is enough accumulated water to shove the ice jam along. If, in the mean

that has been the experience on Genesee that has been the experience on Genesee river. Frequently, not more than two or three feet of water are going over the Johnson and Seymour dam when an ice jam forms, although a flood does not become serious until about saven feet are

passing over that dam. There will be no difficulty about making a movable dam which can be kept at the present height of the Johnson and Seymour dam, but which, in the early stages of a flood, can be raised two or three feet more, thus as-sisting the movement of an ice stage by

is constructed, embodying this idea, and at the same time the iee is removed from the lower part of the pond by blasting, as has been done for a number of years, the flood danger above the Johnson and

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Other Remedies Suggested.

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nortion of the noods in trenesee river can be discharged through the barge canal, without injury to anyone, but since this plan is discussed in the report, it is mere-ly mentioned here. Storage reservoirs, the

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e serious until about seven feet are sing over that dam. There will be no

will pass out without causing trouble whenever there is a balancing of conditions in this way—that is to say, the ice law passes out when the water reaches sufficient volume and velocity to carry it along "Moreover, ice jams usually occur be fore there is a large flood—at any rate. fore there is a large flood-at any rate,

"In the report of the flood committee are a number of tables of which is perhaps as int

"From Mt. Morris to above the feeder dam at Rochester, is a distance of 46 miles by the river, and the average fall per mile is only 1.2 feet. In this section the river flows through broad flats which in flood times form a great take extending from a short, distance above Rochester to near Dansville, a distance of nearly 50 miles. The broad lake is the salvation of the city of Rochester because if flood flows were not temporarily retained on these flats they would be as treat here as a table. great here as ateMt. Morris. From 1865 to 1902 no seriously destructive flood or

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to increase the number of men in the

engine companies as recommended. Larger hose wagons are being provided,

capable of carrying ,200 feet of 21-2 inch

also an additional engine company and ladder company near the state hospital and almshouse. It is the intention to

eplace hose wagons carrying chemical

tanks, in the outlying districts, with

combination wagons to purchase exclusively first quality hose as at present and deluge sets for engine companies in the

provided in the congested district

been designed with reference to head from Mt. Hope reservoir.

ons under which the city mains have

At the request of Mayor Cuffer, City

JAN STANN REIJ

"The suggestions of the report are not intended to be either final or conclusive, nor was it intended to write a detailed engineering report, but rather to comply with the request of the Mayor to 'discuss flood conditions in the Genesee river as affecting the city'—it is hoped that the joint committees as well as interested in joint committees, as well as int

previous speaker had said and expressed the opinion that a movable dam, capable of being raised two feet, would do a great deal towards research. great deal towards preventing further trouble from ice jams. He thought that if such a dam was placed in the river it zens, will be entightened in this regard. Fisher's and M'Clintock's Views. Fisher's and M'Clintock's Views.

City Engineer Fisher was the next speaker. He said he approved of the remarks of Mr. Rafter in the main, and then took up the question of a movable dam at Court street. He said it was apparent to all who witnessed the formation of the ice dam near Clarissa street this spring that if there had been a movable dam at Court street which might have been raised two teet above the present elevation, there was little doubt that night be raised when there was a large and preventing it from becoming jam-med and acting as a dam, backing up the waters of the river and causing it to overflow the surrounding territory. inty Engineer McClintock also adessed the members ent elevation, there was little doubt that water enough would be held back to float out the ice in the river between Court street and Clarissa street long before the ice from above came down and formed what proved to be a temporary but extremely dangerous dam. CITY ANSWERS

what proved to be a temporary but ex-tremely dangerous dam.

County Engineer McClintock made a brief address in which he paid a high compliment to the acumen of the previous speakers. He said it was evident that still further information on the subject of flood protection was necessary, and when it was forthcoming the verdict would be that the proper way to avoid damage by floods would be to clear the river chan-nel.

"Take away the obstructions to the free flow of the river," stid Mr. McClintock, 'and the risk of damage by floods will oe reduced to a minimum and the beauty of the city will be greatly increased," APRIL 4, 1905.

SPRING FLOODS

G. W. Rafter Tells How To Curb Waters of Genesee.

CONSTRUCT A MOVABLE DAM

City Engineer Fisher and County Engineer McClintock Endorse Views Expressed by Mr. Rafter Before Rochester Chamber of Commerce-Rochester's Salvation.

A meeting of the corporation of the Rochester Chamber of Commerce was held last evening in the Chamber of Commerce Assembly Hall. There was a arge attendance and those present is ened with no little interest to a pape by George W. Rafter on the floods in the Genesee River. Mr. Rafter gave a re-sume of the subject of river floods in general and quoted a long list of figures relative to the conditions in the Genesee and feasable methods of preventing serious damage by the spring floods. The speaker referred to a cartoon which appeared recently in The Herald,

which appeared recently in The Heran, and said it aptly illustrated the tendency to talk about the matter without having recourse to any definite line of action. He told of the early efforts to control the waters of rivers in various parts of the world and prevent damage by the overflowing of their banks and the consequent flooding of adjacent territory. . Rafter gaid in part:

The table shows, so far as there is any record, the years i nwhich floods have occurred, the number of years between floods, the month in which floods tween floods, the month in which hoods occurred, so far as known, the cause, the quantity of water in cubic feet per second, where the flood was observed, the manufacture of water in cubic feet per the constitution of water in cubic feet per the constitution of water in cubic feet per the cubic fe the quantity of water in cubic feet per second per square mile of catchment area, and the literature references to the

urred at Rochester, although there

deluge sets for engine companies in the congested districts. The location of an improved fire alarm system in the new fire headquarters building is promised. The policy of adding fire alarm boxes of most modern type yearly will be continued. Boxes formerly on buildings are being mounted on posts.

It is suggested by City Engineer Fisher that the new building laws be again taken up and that the recommendations made by the underwriters as follows be given careful consideration:

"That the new building laws be regiven careful consideration:
"That the new building laws be revised and amended so that they will be
more nearly conform with the suggestions now being prepared by the conmilities on building laws of the National Board of Fire Underwriters, especially on all matters pertaining to limiting

of other minor requirements. That measures be at once adopted to fully en-force the new ordinance particularly in the matter of installation of fire escapes

Mr. Fisher also recommends special

That the present laws be revised to tions specifying the capacity and construction of magazines in which explo-sives may be stored or kept for sale; also regulations for the storage and use of soline in automobile stations; and the restriction of the transportation and use of explosive and inflammable substances

lowed in any one building be material-

"That an official in the capacity of city electrician be appointed head of the elec-trical bureau, whose duties shall be confined to the control of electrical con That the present city ordinances conolling electricical construction be onrules he passed as are necessary to en-

That all old and doubtful inside wiring be re-ir spected without delay, and all equipments not up to the standard of the National Electrical Code be reme-

That all electrical contractors be re-

quired to obtain a license.
"That a special effort be made to eliminate exposure across the many narroy streets and alleys in the congested dis tricts by the rigid enforcement of window protective devices such as may be approved by the National Board of Fire Underwriters, and consisting of standard shutters, wired glass in standar orlance and should receive especial at streets which should be particularly pro-tected by the above means are: Aque-duct street ,Grove street, South Water Minerva place, Ely street, Stor street, Division street, North Water street, Carthage alley, Corinthian street, Market street, Pindle alley. Hhe above "That all buildings of manufacturing and warehouse character shall have windows protected by similar devices

there fronting on street lines in the cor "That suitable reulations be enacted to indows in fireproof buildings by similar

nings wherever exposed by buildings of

great area and height.

"The in carrying out protective measures of the above nature an absolute! cement of the ordinances insisted upon by the authorities, so that each block in turn be completely protated that any laxity of enforcement individual cases may invalidate the en-tire scheme of protection by permitting fires to enter and get beyond control.

ed between the two sides."

made in the water and fire departments during the last two or three years ar oted, "So far as known," says Fisher, "there has been no trouble from electrolytic action upon any of the street nains. In additoin to the precaut taken by the railway company, in the tey of the city for several years, who ents have been put down b streets occupied by the railway compa-within its main lines, to provide lines of water pipe, one on each side of the street, and to cut off all service con-nections extending underneath the

There has been an improvement of fire 500, the total expenditure being \$312,000. The force of firemen has been increased om 210 to 258 men.

It is the opinion of the city authorities recommendations by the experts of the National Board of Underwriters were bused largely upon what they saw was being done and had been projected in the way of improvement. At least two-thirds of these recommendations had been anticipated by the city authorities.

A SUGGESTION TO THE CHAMBER. Editor Post Express: 4/6 /05

that through the influence of the Chan Commerce a new train has been ed on the Eric road. Now, if the the Eric officials, why not with the Lehigi years past is as follows: Leave flush, 1.22

and oftentimes one cannot finish his busiprospect for one who has hustled all day o catch the train, and has several pack-ages to carry. Then it is absolutely im-

ssible for one to go to a theate I leave it with any tair-minded man if hat is decent service. In the meantime ach person from Rush is eagerly watching alked-of Rochester and Southern in hopes

ople of Rush any good in securing bet

DEMOCRAT-KILL THAT GRAB BILL! 4/12

The people of the state of New York de mand the prompt and summary defeat of that bill now before the Legislature in the interest of the Niagara, Lockport and Ontario Power Company. No act of the administration of former Governor Odell won for him more cordial respect and praise than his veto of the same company's bill of a year ago.

Whether the Legislature of 1904 was or was not excusable, through ignorance or carelessness, for passing that measure, such excuse cannot be urged in behalf of the present Legislature if by a majority vote in the two houses the bill of this year should go to the Governor with the indorsement of that body. Its character, its nurpose and its consequences are not known. It is known, also, what class of sive influences are now at work at Albany to secure its enactment.

It is known who are responsible for and are behind the measure, and it is no exaggeration to say that not only would its success be a public scandal, but i would compromise seriously among their enlightened constituents the standing of the men whose votes contributed to that suc-

Niagara Falls annually to witness its sublime wonders. They come not simply from every quarter and section of the United States, but from every civilized land on the globe. Thousands of people have come to the United States from for eign lands with no other special purpose n view than to visit Ningara Falls. It is the best known natural wonder of America, and, as a spectacle, surpasses in the iveness of its majesty and power

that, unless immediate steps are taken for its preservation, this great cataract in scenic character will cease to exist. Alton D. Adams in his article on the proscetive destruction of the falls in Cassier's Magazine for March did not exaggerate it the slightest degree when he said: "Ning-ara Falls are doomed. Children already born may yet walk dry shod from the mainland of the New York State Reservation to Goat island, across the present bed of the Ningara river."

In a recent article the Democrat and Chronicle quoted from the recent pamphlet of Dr. John M. Clarke, New York State seum, in which that distinguished scientist showed conclusively how certain the destruction of Ningara Falls is as a result of the granting of franchises to power Dr. Clarke cited the estimates of er

neers regarding the amount of water lowing through the Ningara river. The figures now generally accepted by experts are 224,000 cubic feet per second. The chartered rights of existing American and straction of 48,000 cubic feet per second Dr. Clarke figures that the Niagara, Locksort and Ontario Power Company, accepting their own statements, would abstract ing a total with the amount named above of 58,000 cubic feet per second. advisory engineer of the Queen Victoria Niagara Falls Park Commissioners, in a roport made by him, has suggested sites for four additional companies to consume in total 29,996 cubic feet per second. This with the previous amount whose abstraction would be authorized, would amount to the grand total of 87,006 cubic feet per second, sufficient, if diverted from the Nithe entire American channel as dry as a But there is reason to believe that Dr

Clarke has underestimated the amount of water the Ningara, Lockport and Ontario the bill now before the Legislature should pass. We understand that the route of proposed canal or flume is from above La Salle-between there and Tonawanda -to the Devil's hole, which, instead of providing for a fall of 150 feet, as reprewould make a full of 300 feet and furnish S(s),000 instead of 400,000 horse power, If this contention is true there is even

greater reason for defeating the bill than

The entire scheme both in scope and The powers granted by the bill should poration, certainly not to such a gigantic aggregation of capital as that which, it is believed, is behind this vicious measure Assemblyman Leggett's bill, if it become to the friends of Niagara Falls, but to the localities of the state which it would have the power to invade and to other holders of franchises which sooner or later would find themselves in the grip of a monste

No private property in the state would be under this bill. We cannot believe the Legislature will become so reckless as to approve a meas-

ure of this character. Certainly Governor Higgins could not be persuaded or intimidated into giving it his indorsement.

Anti-Smoke Ordinance Rochester, which has been drawn by th onnesce, was presented last event the law and public safety committees for consideration. Doubtless it will soon be eported and passed.

It forbids the owner or occupant o ny building to permit the contaion leuse smoke from the chimney; th sance, and a violation of the ordinance s punishable by a fine of not less than \$10 nor more than \$50 for each day that the violation continues, and lapris nent is provided in case the fine is not paid. It is provided that a smoke inmissioner of Public Safety; that this inspector shall be a competent enginee and that it shall be his duty to inspect chimneys and furnaces and require a compliance with the provisions of the ordinance, which is not to take effect till This is a very reasonable measure

and nearly a full year is allowed manufacturers and the owners of commercial buildings to introduce smoke-consumers. It has been demonstrated conclusively that smoke-consumers are not only practicable but that they will pay for themselves in a short time by saving fuel. Indeed, this point is now so we understood that many of the Rocheste monufacturers and owners of comcial buildings have introduced them c their own volition. No doubt they have had some regard for the health and unsers from a financial point of view The time has come, therefore, when t ty can haist upon the universal use nucke-consumers without the slightest

CHRONICLE,

AIMS TO ABATE SMOKE NUISANCE

ORDINANCE INTRODUCED IN COMMON COUNCIL.

PROVIDES FOR INSPECTOR

Manufacturers and Others Affected Given Till April I, 1906, to Do AwayWith Nuisance-Fathered by Chamber of Commerce President

President Rogers, of the Chamber of Comerce, and the special committee appointed y blin, have prepared an ordinance "declarnoke within the city of Rochester a publi disance was introduced by Alderman West-bury, of the Third ward, in the Common Council last night, and on his motion was re-

The proposed ordinance provides:

section 4. There shall be as officer in the

Mr. Rogers said vesterday that the ordi-

other cities, and this one has been framed to so that manufacturers, merchants and others interested will have a full year to prepare of the people in general, I think we have been fair to all, and that the ordinance, if forced, will prove a proper remedy for the evil." April /2, 1905- 0.+C.

Reasonable Ordinance.

The smoke ordinance deafted by President Rogers and a special committee of the Chamber of Commerce and presented in the Common Council meeting Tuesday night is eminently fair and reasonable in its provisions. It was drawn, evidently, with every possible consideration for the business interests to be affected by it; and it is commendably free from nov requirement that will work injustice or hardship. In the matter of penalties imposed for violation and in the time designated to clupse before the ordinance becomes operative, it is extremely lenient. A fine of not less than \$10 nor more than \$50 is imposed for each violation; and each day that the nuisance continues shall constitute a separate offense In default of payment of the fine, impris onment for a number of days equivalent to the number of dollars designated in the fine may be imposed. The ordinance is not to go into effect until April 1, 1966 In the matter of fines the smoke ordi nances of many cities are much more ester, the penalty for a first offense being in some instances as high as \$200

four times the maximum specified here The ordinance is simple and direct I Its provisions. It defines the emission of dense smoke from any smokestack or Rochester to be a public nuisance, "here by prohibited." That seems to be broad enough to cover the cases of the cana steamers which anchor near the bridge in the city and emit stifling columns of smoke while waiting to take on their cargoes of freight or passengers. These steamers, because of the nearness of their smokestocks to the street level, constitute one of the most flagrant smoke offenses experienced by citizens and should be one of the first matters taken up by the smoke inspector,

The owner, lessee or person or corporation occupying the building and having charge of the apparatus from which the son directly in charge of said apparatus are named as the responsible parties. Provision is made for the appointment of a smoke inspector by the Commisstoner of Public Safety, It shall be the duty of the inspector to examine chimneys and other appliances for the roaveyance of smoke; and be is invested with authority to enter boiler and engine rooms of buildings from which smake is emitted, in order to observe the conditions which operate to produce the nuisance. Persons who obstruct the inenertor in the discharge of his duties shall be deemed guilty of violating the

This ordinance which was presented be Alderman Westbury, was referred to the Law and Public Safety Committees. It is to be hoped that those committees will act upon it with due dispatch. The fact that it is not to take effect for a year ought not to operate to delay its mon Council. The earlier it is adopted, the less will be the excuse for failure to comply with its provisions after it has gone into effect. President Rogers and his associates in the Chamber of Commerce have done well in bringing this matter into tangible form. The city should not be deprived of the benefit of their labors by indifference or inactivity on the part of the Common Council, That body now has a practical smoke ordinance in the hands of its committees. Let there be no delay in considering it.

is too expensive and entire flood flows are taken through the city, the channel of the

smoke evil. This measure is as fair, reasonable and conservative as any penal ordinance can be made. Its authors took into consider ation the importance of the interests concerned in the matter and the trouble and expense involved in the application of any effective remedy. If adopted, it will not go into operation until April 1, 1906, thus giving all concerned nearly an entire year to adapt themselves to the requirements of the law.

The ordinance formally declares the emission of dense smoke from a chimney or smokestack a public nuisance, and that any owner, lessee, person or corporation rmitting such emission "shall be deemed and held guilty of creating a public nuisance and of violating a provision of this ordinance." The third section provides for a fine of not less than ten dollars nor more than fifty dollars for the violation of the ordinance, and permits the court to construe violations upon separate days as separate offenses, A default in the payment of a fine may in the discretion of the court subject the convicted person to imprisonment for a period not exceeding one day for each dollar of

The fourth section provides for the appointment and duties of a smoke inspec tor, who shall have power to enter the boiler or furnace room from which smoke is emitted and investigate the conditions

Several points seem to be clearly settled by observation and the experience of many manufacturers: 1. The smoke nuisance can be prevent

2. That desirable end may be attained without very great expense or trouble. 3. Some have done and are doing this

oluntarily and they report satisfactory

4. What is possible to a few is possible

In this matter there is a chance for the peration of the "civic conscience." Considering all the evils resulting from the smoke nuisance, injury to property, injury to health, the defacing of public and private buildings, the soiling of the persons and clothing of citizens, the suppression o the smoke vice has become a duty to a degree involving the reputation of persons indulging in it as good citizens.

It is to be hoped that few will postpone the correction of this evil until the proposed ordinance goes into effect. "Do it

ditions existing January 1, 1902, and those today:

Fire Insurance Rates Must Be Lowered.

There has been a remarkable increase in the capacity of the Rochester Fire Department to deal with fives within the past three years. The

capacity of the steam engine service and the Holly system has been in-

On January 1, 1902, the city had six second-class engines, rated at 700 gallons capacity a inhinte each, and two third-class engines with the same rating, making a total rated capacity of 5,00 gallons a minute. Since then six lirst-class Metropolitan fire engines, rated at 900 gallons a minute each, have been purchased, two of the second-class engines have been rebuilt and another is to be rebuilt this year. THE TOTAL CAPACITY OF THE ENGINES OF

built this year. THE TOTAL CAPACITY OF THE ENGINES OF THE DEPARTMENT TODAY IS 16,200 GALLONS A MINUTE, OR ABOUT DOUBLE THAT OF JANUARY 1, 1802. Since that date there has also been added a water tower with an extended height of 65 feet, and another water tower is now ready for delivery. The department's equipment has also been improved by the purchase of 22,000 feet of new hose, the creation of additional buildings, the installation of police wires, etc., at large expenditure of money. The capacity of the Holly system has also been so extensively augmented by the addition of new and powerful pumps and new hollers that it now has a rated capacity of 12,000,000 gallons a day, which is about double its capacity before these recent improvements. THE FORCE OF THE DEPARTMENT HAS BEEN IN.-CREASED FROM 210 TO 258 MEN. The total expenditure for

CREASED FROM 210 TO 258 MEN. The total expenditure for the betterment of the Fire Department, including the estimated expenditures for this year, is placed at \$312,600.

excelled in any other city in the country, yet fire insurance rates have

een increased so that there is general complaint that they are excessive,

f not exorbitant. The indications are that the companies have taken ad-

vantage of the big fire loss at the Granite building corner to maintain high

rates, and even to increase them, although this big loss had no signifi-

grant relief in the matter the property-owners ought to get together and

cance of special risk to Rochester.

take action that will force them to be reasonable

Accordingly Rochester has a fire protection service that probably is not

creased fully 100 per cent, here. Here is an interesting comparison of cor

The Smoke Nulsance.

So long as a practical smoke cordinate or was unavailable, it was not just be make the emission of dense lours to make the emission of dense lours to make a misdemeanor, punishable by make a misdemeanor, punishable by make for the abatement of the smoke fluisance that ought to put an end TILESDAY, APRIL 18, 1905. that kind would have brought great sion of dense smoke from smokestack or chimney a nulsance, and prohardship and seriously embarrassed the manufacturing interests of the city. viding for fine or imprisonment where it is caused or allowed. A year is given for preparation for compliance with the ordinance so that the But practical smoke-consumers are now to be had; they have been tried campaigners against the nulsance are very reasonable in their demands.

thoroughly and have stood every test,

and it has been shown beyond all doubt

or argument that they will save enough

in fuel to pay for themselves in a short

omy to use them; instead of being a det-

riment to the manufacturing interests,

There can be no question, therefore,

smoke-consumers will prove a benefit.

that the time has arrived for the pas

sage of an ordinance prohibiting the

emission of dense clouds of smoke from

the great factories and commercial

buildings of the city. When some of

the largest business establishments of

the city have installed smoke-consumers

as a matter of business policy, acting voluntarily in the absence of an ordi-

nance, it cannot be pretended that it

will be a hardship to require all estab-

The pending measure gives a year for

is sufficient. We can have a clean and

beautiful, as well as a busy, thriving

delay. Post Express-4/13/05.

city, if we wish. Let the ordinance be therefore, with no unneces

lishments to use them.

There ought to be no delay on the part of the Common Council in passing this ordinance, and the public will look for its enactment as soon as it is possible to put it to a vote. There has been a long and thorough investigation of the subject leading up to the preparation of an ordinance by President Rogers, and it has been determined beyond doubt that it is really a matter of economy of fuel for large coal users to use

Mr. Rogers is entitled to the strongest commendation from the public at large for his energy and public spirit in conducting an effective campaign against the smoke evil. He is the kind of a President the Chamher of Commerce has long needed. Here is what he says about the pur-

"WE BELIEVE THAT THERE IS SUCH A THING AS PROHIBITING THE SMOKE NUISANCE. WE HAVE EXAMINED ORDINANCES IN EFFECT IN OTHER CITIES, AND THIS ONE HAS BEEN FRAMED TO SUIT THE CONDITIONS HERE. YOU WILL SEE THAT IT DOES NOT TAKE EFFECT UNTIL APRIL 1, 1996, SO THAT MANUFACTURERS, MERCHANTS AND OTHERS INTERESTED WILL HAVE A FULL YEAR TO PREPARE FOR IT. WHILE LOOKING OUT FOR THE INTERESTS OF THE PEOPLE IN GENERAL, I THINK WE HAVE BEEN FAIR TO ALL, AND THAT THE ORDINANCES, IF ADOPTED BY THE COMMON COUNCIL, AND ENFORCED, WILL PROVE A PROPER REMEDY FOR THE EVIL



The Brackett House property on Central Avenue, on which the proposed new headquarters of the Rochester Fire Department is to be erected, becomes the property of the city in exchange for the Front Street City Building and a cash bonus of \$45,000. The city retains the privilege of using the present fire headquarters until the new structure is completed.

A bill authorizing the city to make the exchange of the Front Street Building for the Brackett House property is now being engineered through the Legislature by the local delegation at Albany. The exchange is perfectly legal under the White Charter, but the owners of the Central Avenue property desired to have the transaction made more binding by legislative act.

GOOD EXAMPLE

Smoke Nuisance Suppressed at New Heating Plant.

SOLONS INSPECT

Supervisors Visit the County Buildings and Find Everything Satisfactory.

REPORT ON NEW STOKERS WILL BE SENT TO COUNCIL

In accordance with the adjournment notice, the members of the Board of Sup-ervisors met at their rooms in the Court yesterday morning at 11 o'clock for the purpose of making a general in-spection of the new county buildings, as a committee of the whole. Thirty members of the board put in an appe and answered to the roll call. The new Supervisor of the Twenty-first Ward, William L. Manning, took his seat in the board and was warmly greeted by his colleagues, most of the older mem-bers having served with him when he

represented the town of Brighton The county officials boarded street cars on the South Avenue line and spent several hours, making a close inspection of the new county hospital and the new power plant. Later the new county rgue on Elizabeth Street was visited. The Solons were the guests of Superintendent Lodge at dinner at the alms-

Work on the new hospital has been completed and it will be ready for oc-cupancy as soon as the furnishings are received. A contract for the furniture, bedding, kitchen utensils and other para-phernalia was awarded several weeks ago and its delivery is anticipated very soon.

It is hoped the new building can be occupied about May 1.

New County Heating Plant.

The new heating and power plant was a structure of special interest, as many members of the board had never visited it before. This plant supplies all the heat for the almshouse, the pententlary and the new hospital as well as generat-ing electricity for the lighting of these three large county buildings. It is equipped with three huge 60-horse power boilers which were found to be in full operation yesterday afternoon.

One feature of the plant that was closely examined was the new automatic stoker system. The three large boilers were running yesterday at full capacity, consuming quantities of soft coal, yet not the slightest sign of smoke could be seen issuing from the chimney. The suppression of the smoke nuisance appeared to be complete.

Smoke Nuisance Suppressed.

"I have been a little sceptical on the subject of the smoke ordinance." one city Supervisor yesterday, "but that Monroe is able to furnish such a good example to the business men and ma facturers of Rochester. The county heat-ing plant shows it is no hardship to compel the suppression of the smoke

In the official report of the inspection to be made by the committee of the the stage whole to the board at its regular meeting on May 1 special emphasis will be laid on the success of the county in suppressing the smoke nuisance and the store county board will send its report to the Common Council as an argument in favor of the smoke ordinance now before the council for consideration It was ascertained from the inspection of the new county morgue on Elizabeth

treet that the building was finished and t was stated most of the contracts for t was stated most of the contracts for turnishing and equipment had been turnishing and equipment by May 1. may be ready for occupancy by May 1.

After the inspections of the day were concluded, the members of the board dispersed, not returning to the board rooms.

TUESDAY, APRIL 18, 1905.

APRIL 19

PRACTICAL TEST OF SMOKE CURE

ALMOST A SPOTLESS TOWN AT ALMSHOUSE GROUP.

RESULTS PLEASE BOARD

County Heating Plant Best in Country-NoSmoke or Soot, Say Supervisors-May Light Jail and Court House From Almshouse Plant

Probably that which most impressed the supervisors yesterday on their inspection of the county buildings was the absence of smoke from the chimneys of the new almo-house heating plant, despite the fact that the three slaty-horse power bollers were in full blast, burning a cheap grade of blum-lious coal, furnishing light and heat to each of the group of county buildings as well as an object lesson, as members of the board expressed it, upon the practicability of the abatement of the smoke noisance in the city. The automatic stoker is the means by

which the county authorities have solved th smoke problem, and the successful working of these attachments can be seen any day. The supervisors were highly pleased over the condition of affairs at the heating plant and were greatly interested in the workings of the feeding part of the stoker. As a result of the board's inspection, the Chamber of Commerce committee may be asked to visit the county plant, with a view to advocating the adoption of the device in the boile

Supervisors' Clerk Willis K. Gillette wa

The three big bollers were all going, said Mr. Gillette to a reporter, "and no smoke could be seen coming from the culm ney. While not advertising our particular manufacture," continued the genial clerk, " can say that the automatic stokers wit which these poliers are equipped are certainly a conclusive demonstration that they are practical smoke-consuming appliances.

"The coal goes into a hopper from the

The coal goes late a hopper from the bin, through automatic steam pressure, is led to the fire from indernestin, pressing the ashes and clinkers up to the fop, and they are thus burned out thoroughly. The assessare raked every hour and a device shores them up to the door into which in the ordi-nary firebox coal is thrown, but in this case the door from which the ashes are removed. the door from which the ashes are remove A big round cylinder through watch the coar goes to the fire is fed by a hopper, the hopper being fed in turn by a ureman.

Chairman Griff D. Palmer and severa other members of the board were decides pleased over the work of the plant in it nishing heat and electric light to the but gether and began to discuss the advisability of installing another boller in the building and lighting the Court House, jall an morgue from the almshouse plant. It is be tively small expense. It is more than possi-ble that the project will be agitated at the May meeting of the board, when the inspec-tion will be discussed.

The party, to the number of forty, was chertained at dinner by Superintende Clarence V. Lodge. After dinner, the spection was begun, and when the board in concluded looking into the merits of the heating plant, the members took a look through the new county hospital, where conditions were found to be less complimentar to board, Building Commission, contractor and architect.

Because of warping it will be necessary Because of warring it will be necessary to relay the Poors in some of the rooms. In others, it is said, a patent preparation of some kind will be all that is necessary to fill in the chinks. In nearly every room where the ceilings have cracked, it will be where the court in stamped steel ceiling which were not included in the contract and will make considerable additional expense. The hospital has been more that two years in building, but when these two expects to hurry the work along to conclu

The morgue was the last building inspect isfactory to the board, but some of nembers expressed dissatisfaction at the direction that has marked the work on the building. It is expected that the May meetle of the Board will be productive of inic ients, as a result of the inspection There is no possible ques-

Save tion that the soft coal smoke the Smokers' buisance can be entirely Money. abated without the slightest

infringement on the rights of the people who burn the coal that makes the smoke and without the alightest detriests. The cost of installing the necessary appliances would quickly be repaid by the saving in coal bills. These black clouds that overhang and deface the city are gone to waste. To compel the improvident persons who make the smoke to burn their coal instead of wasting it and to save the money they are now blowing up their chim neys would be to benefit them as well as everybody else. A smoke ordinance would nefit everybody and damage Let's have one. Democrat 1/19/

BARGE CANAL TO GO THROUGH PARK

SURVEYORS AT WORK STAK. ING OUT THE ROUTE.

LINES MAY NOT BE FINAL

Mayor to Employ an Expert Engineer and May Habe Suggestions to Make to State-Line Cuts Up Finest Part of South Park

Sate surveyors went through Genese Valley Park yesterday and located the line for the proposed bargs camal. They were watched with interest by some of the park officials and employees and careful technic of the tracing of the proposed route was made. It is understood that the "(at south" route has been abandoned and that the canal will be carried directly through the finest part of the park, According to the stakes of the surveyors

and the tracings mode, the line enters the park on the west side of the river at the south end of the Frost property, crosses the river passing the new building of the Genesce Valley Canoe Club, within six feet of the end of the building.

The line then goes through the picnic grove about ten feet south of the big elm

tree where the ponies were stationed last summer. It then goes about a hundred feet south of the merry-co-round, crosses the road six feet north of the hicycle and horse sheds, leaves the park and cross-es the Lehigh Valley and Eric Railroads about six hundred feet south of the new

The proposed route is then carried about a thousand feet south of Crittenden Park, where it crosses Mount Hope grenue. The strip of property to be taken will be about 200 feet in width.

According to one of the officials of the park the canal will speil the fine picnic grounds, and the merry-go-rouns, and the refrectory will have to be removed. Two of the finest trees in the park, a great cim and a magnificent oak, will have to be

Whether the route as mapped out by the surveyors yesterday is final is not known by the park officials. They think it is probably only a preliminary survey. Before final action is taken, however, the city authorities will probably be consulted. At least, suggestions will be made from the city, as it is understood that the Mayor microds to employ the services of an ex-pert engineer to go over the matter and advise as to the route that will be for the best interests of the city. This engineer will advise not only as to the main route of the canal, but also as to the location of the proposed spurs into the shipping centers of the city.

Defying the Supreme Court:

among the bakers' unions to the effect that they will continue to fight for the ten hour law, "in defiance of the Supreme Court of the United States," is ill advised. Nothing will be done "in deflance" of that high tribunal and its decrees, by labor leaders, organized labor or any other class of American citizens. It is such utterances as that which bring contempt upon organized labor and especfally upon the men elevated to posttions of leadership. Men capable of such foolish, empty threats are capable of forcing a strike without just provocation and, as in the case of the subway strike in New York, in violation of their own rules governing action in such The decision of the Supreme Court of

the United States declaring unconstitutional the ten hour provision of the New York State Labor law, in relation to work in bakeries, does not impair the right of organized labor to obtain a ten hour contract by any and every means in its power; but the decision of the highest court in the land does declare that police power of the state was exceeded and the right of the individual to freedom of contract in the sale of his labor was impaired. The protection of the individual in his property rights-including his right to dispose of his labor on what terms and for what hours per day he may see fit-Is guaranteed by the Four teenth Amendment to the Constitution of the United States. A law which flatly forbids a man in any given trade to sell more than ten hours of his labor in any one day or sixty hours in any one week. Hmlis his freedom of contract and puts a check upon his industry.

Such a law most be declared unconstitutional unless it can be shown that its existence and operation are demanded by the public safety or the public health, which would bring such labor regulation legitimately within the police power of the state. On this point Justice Peckthe court, holds that there was "no res sonable foundation for holding this to be

necessary or appropriate as a health law to safeguard the public health or the health of the individuals who are following the trade of baker," He says further: "We think the limit of the police power has been reached and passed in this case,"

It is quite useless for labor agitators. to rage and imagine a vain thing. As the New York Tribune succinetly puts "The court's work is done. Baking hours are now once more as they should be, a matter of agreement between workers and employers. The question is no longer legal, but social and economic." Let there be no more wild talk by labor leaders about working for a ten hour day "in defiance" of the Supreme Court of the United States. Such talk is meaningless; and it places him who utters it under susplcion of being something else than an ideal type of American citizen.

UNION AND ADVERTISER FRIDAY, APRIL 21, 1905.

ENGINEERS OPPOSE SMOKE ORDINANCE

Are Made Equally Responsible With Owners For Violations.

Will Use Every Effort With Common Council to Have Objectionable Clause of Law Stricken Out.

Believe Smoke Nuisance Should Be Abated, but Think That Employers Should Be Held Responsible and Not Engineers.

Four different branches of the stationary engineers have determined to fight the smoke ordinance presented to the Board of Aldermen by the special committee of the Chamber of Commerce. Representathe Chamber of Commerce. Representa-tives of the organization will appear before the law committee of the council and re-quest that if the ordinance is to be passed that it be materially changed. The engi-neers believe that the absternant of the smoke nulsance is a good thing, but the smoke nusance is a good time, for the ordinance the same as owners of buildings. The organizations uniting in opposing the ordinance as drawn up are: International Union of Steam Engineers, No. 71; National Association of Stationary Engineers, Flower City Association, No. 3, and Monroe Association, No. 14; Universal Craftsmen's Council of Engineers, composed of muster

The section in the proposed ordinance to

which the engineers object follows:

The owner, lessee or person or corporation occupying any building and having charge or control of the furnace or stationary engine therein, and the fireman, engineer or other person put in charge or control of any furnace or stationary engine by such owner or lesses or occupant of any building, who shall cause, permit or allow dense smoke to Issue or to be emitted from the smokestack or chimney of any such building or from the smokestack or chimnes connected with any such furnace or stationary engine within the city of Rochester, shall be deemed and held guilty of creating a public nulsance and of violating a provision of this ordinance.

"The engineers are not opposed to a noke ordinance," said an engineer to-day, "but they are opposed to being held responsible for the production of smoke, which may be beyond their control. We believe that the owners or lessees should be held responsible for smoke being produced, not the men whom they hire and who are ablieve after to go the work they are told to do by their employers or to get

No, we don't want to shield the careless engineer or fremun. If it were provided that the employers should put in the appliances for preventing smoke should buy coal that isn't of the very poorest qualliv in the market and sho his engineer to be a jack-of-all-trades, then there might be no objection to making the engineer responsible. As it is, we hold that violations should be charged against

"Of the men in a boiler plant, it will be for the men in a bone when the blame for the engineer upon whom the blame for causing smoke will full. Now, in many plants it is expected of the engineer that he shall not only look after his engine, where in the building when called upon to where in the building when called upon to make repairs and put things to rights. He must put on belts that have been thrown off, hang a door, perhaps, put in a pane' of glass, etc. In some of the laundries— not all of them—the engineer has to run the engine, fire the furnace and care for half a deep washing machines. half a dozen washing machines.

"Another question enters into this. In many of the plants the boilers are not

sectionable. However, when it was dis-mysered that engineers and firemen would entitied by the engineer and firemen in the engineer and firemen in hourge of the boller, was similanted, and when the ordinance comes before the pubthis part of the section will not ap-

F A. Stecher, one of the committee ap-isduted by the Chamber has received a letter from a firm in Salt Lake City, of-

WILLING TO PUT IN SMOKE CONSUMERS

Offers To Install Device for Thirty Days Free on Trial-Matter in Hands of Chamber of Commerce.

F. A. Stecher, president of the Stecher Lithographing Company has received an offer from Russet L. Tracy of Salt Lake City, Utah, representing one of the ioke consuming devices on the market, replying to Mr. Stecher's suggestion that a smoke consumer be installed free of expense here in order that tests might be thoroughly made before manufactur-ers paid for the device. Mr. Tracy states he is perfectly willing to install a smoke consumer at his own expense, provided Rochester has or will have a smoke pre-

venting ordinance. In order to make the test fairly, it is suggested by Mr. Tracy that it should be placed under a return tube boiler with a single stack and where there is a similar boiler with the single stack in the same plant. This will enable the engineer to fire both furnaces under the same conditions and note the visible re-sults. He promises to install a smoke consumer in a plant that answers this description at his own expense and if the experiment is not satisfactory to re-move it free of cost and restore the

furnace to its original condition.

Mr. Tracy makes this general offer to all manufacturers: "The actual cost of changing the ordinary furnace and installing our device is, in addition to the cost of the grate bars, from \$100 to \$150 each and in no case do we require a person to pay for it until it has been in his place think of the cost of the pay he is solve. furnace to its original condition plant thirty days. If then he is satis-fied with the saving of fuel, the preven-tion of smoke and with the furnace in every respect he can pay the price and keep it, or notify us that he is not per-fectly satisfied and we will remove the device and restore the furnace to its former condition."

The foregoing communication has been curned over to the Chamber of Commerce Committee in charge of the movement for an ordinance to abolish the smoke once and undoubtedly the commit teo will make effective use of the offer in carrying on the agitation for the adoption of the ordinance by the council.

WILL INSTALL DEVICE FREE

Offer to Test Low-Priced Smoke-Preventing Appliance Made by Company,

While there has been abundant evidence to convince manufacturers and others who have large boiler plants that smoke pre-venting appliances, which will prevent smoke, may be had, some of the owners of small factories have been doubtful that

The Chamber of Commerce A. Stecher is chairman, has found that there are many devices, costing from \$100 to \$200, that give satisfactory results. Mr. Stecher has received a letter from a firm in Salt Lake City, which offers to ina test, provided the callinance. The cost s

togy have far more to show by (

President Rogers Says That Smoke Ordinance Has Been Changed-No Occasion for Criticising Measure.

Members of the International Union of Steam Engineers, Flower City Associa-tion and Monroe association, National Association of Stationary Engineers, and Universal Craftmen's Council of Engi-neers are opposed to that portion of the new engle ordinance, now in commitnew smoke ordinance, now in commit-tee of the Common Council, which makes the lireman, engineer or other person in charge of a furnace responsible with the owner or lessee for the smoke nulsance. owner or lessee for the smoke nuisance. Committees from each of these bodies held a joint meeting in Wilder's areade last night to plan a campaign in opposition to the proposed redinance. These men say they are not opposed to a smoke preventive ordinance, but think their employers should be held solely responsible. The engineers say they must do their work as they are

The engineers think there should be a mort stringent license law, as many in-competent men obtain licenses under the

present system.

In an interview with a representative of The Post Express this morning, President Rogers, of the Chamber of Commerce, said

that the stationary engineers were labor-ing under a total misapprehension.

"The ordinance as originally drafted,"
said Mr. Rogers, "did, indeed, contain the provision to which the engineers objected at their meeting last evening, but that seci has been eliminated, and is now part of the ordinance, so that the stationary engineers have nothing to fear and

"The section was taken from the Minne apolls ordinance, which seemed to us to be the most moderate and altogether the fairest of the many ordinances which we examined, and we were informed that in Minneapolls there was no objection whatever on the part of the engineers. However, we learned some time ago that the Rochester engineers objected, and the committee in charge of the ordinance was glad to recommend such a change as I have indicated. As the ordinance now stainds, the cowner, lessee, or person or corporation of the companying a building will be held responsible, and the creimers, who, presumably, ble, not the engineers, who, presumably, do their work under the orders of their

The Smoke Nuisance.

Rochester is not the only city where a strong sentiment in favor of an antismoke ordinance has developed. If Mayor McClellan's present plans are carried out, the smoke nuisance is to be abated in Greater New York. A report has just been sent to him by the Municipal Art society, the County Medical society, and other organizations, which was made by experts who base their conclusions upon investigations made in seventeen American cities and extending over a period of two years. The report says that the amount of smoke is ln ne way related to the hardness or softness of the coal, but dense clouds of black smoke are due to carelessness in firing and a lack of proper apparatus. It also says that Cleveland has the most drastic ordinance in America, and yet the number of manufactories has doubled in four years, showing that an anti-smoke rdinance does not interfere with the growth of a city.

Here in Rochester the fact has been demonstrated that smoke consumers are not only practical but that they will pay for themselves in a short time by th saving in fuel. Indeed, in the absence of an anti-smoke ordinance some of the largest manufacturers have installed noke-consumers on the ground of econ free of charge for a fair trial is now made to all manufacturers, the appara tus to be purchased if satisfactory and to be removed free of charge if isfactory. Conditions are such that the immediate passage of the ordinance

The stationary engineers of the city who held a meeting last night and objected to the ordinance on the ground that they were to be held responsible for the amount of smoke, made a mistake the clause to which they objected have ing been eliminated several days ago. It is presumed that the engineers do their work under the direction of their employers, and only the owners or lessees of buildings are to be held responsible. This is as it should be. Cost Ex 4

So far, the efficacy and general merit of smoke consumers do not seem to have made a very deep impression in Syracuse.—Syra-cuse "Herald."

No doubt Syracuse will get into line soon with the other progressive cities of the country. Dense clouds of black smoke are destructive to the beauty of a city and detrimental to the health of the inhabitants, and smoke consume are not only practical but will pay for themselves in a short time in the saving of fuel. What possible excuse can there be, therefore, to an anti-smoke ordinance mywhere, provided a reasonable time be given for the introduction of the new apparatus? Post Express - 1/21

1905. April 2/-

DEATHS DUE TO DUST AND SOFT COAL SMOKE

That is the Belief of the City Realth Officer, as Set Forth in Bureau Report for March. The report of the Health Bureau for

March, as submitted to Commissioner Gibnau yesterday by Dr. G. W. Goler, health officer,

yesterday by Dr. G. W. Goter, nearth embery follows;
During the month there were 307 births reported, rate per thousand 22.30; 113 marriages reported, rate per thousand, 840; 264 deaths reported, rate per thousand, 840; 264 deaths reported, rate per thousand, 19.18. Deducting 34 non-residents who died in public institutions, the net deaths of citizens of Rochester is 230, and the corrected rate per thousand 19.71.

The chief causes of death other than those due to communicable diseases were: Accident, 10; appendictits, 5; apoplexy, 8; diabetes, 7; heart diseases, 36; neparitis, 13; general paralysis of insanc, 5; senility, 20.

The deaths from communicable diseases were: Bronchitts, 11; cancer, 18; consumption, 21; diphtheria, 8; measles, 2; epidenic cerebro-spinal meaningitis, 2; pacumonia, 32; searlet fever, 5; typhold fever, 2; whooping cough, 2.

were 73 cases of diphtheria and 2 ocatas, a considerable dimination in the number of cases of diphtheria.

There was one case of typhold fever reported and 2 deaths, which shows the neglect of physicians in reporting cases of typhold fever. Scarlet fever, diphtheria and measles are all present in the epidemic form. Measles is found among a large number of school children, and as numbers of children of the scarlet fever whose parents endeavor to protect them against measles. While measles is considered a mild discuse, it is estimated that 10 per cent, of all the deafness in later life is due to measles infection and the consequent damage to the organs of hearing. In this connection the necessity for medical school inspection is particularly emphasized.

AMENDMENT TO BE MADE TO PROPOSED SMOKE LAW

Will Relieve Engineers, Firemen or Other Employees from Responsibility.

The section in the proposed smoke ordi-Introduced in the Common Council April 11th, to which the stationary engineers of the city object, is to be eliminated, Clinof the city object, is to be eliminated, Chin-fon Rogers, president of the Chamber of Commerce, said yesterday. This section made engineers and firemen responsible with own-ers and lessees of buildings for the emission

t black or gray smoke.

An amendment to the proposed ordinance will be offered at the meeting of the countil next Tuesday night by Alderman William Kenealy, for Alderman Raymond E. West-bury, who will be in New York city. A meeting of delegates from four organi-

zations of engineers was held Thursday night to plan to oppose the ordinance as it was first drawn. The committee was from the International Union of Steam Engineers, the two associations of the National Association of Engineers in the city and the Universal men's Council of Engineers. Speaking yesterday afternoon of the change

made, Mr. Rogers said: "The ordinance as originally drafted did, indeed, contain the provision to which the engineers objected at their meeting last evening, but that section has been eliminated, and s now no part of the ordinance, so that the stationary engineers have nothing to fear

and nothing to complain of. "The section was taken from the Minne-apolis ordinance, which seemed to us to be the most moderate and altogether the fairest of the many ordinances which we examined and we were informed that in Minneapolis there was no objection whatever on the part of the engineers. However, we learned som time ago that the Rochester engineers ob-jected, and the committee in charge of the ordinance was glad to recommend such A change as I have indicated. As the ordinance now stands, the owner, lessee, or person or corporation occupying a building will be held nsible, not the engineers, who, presumably, do their work under the orders of their employers." Or C, 4/22/05

LIBRARIAN TO SPEAK.

Dr. Canfield of Columbia University Before Chamber of Commerce. The regular monthly meeting of the Monday, will be held on Wednesday night at 8 o'clock. The speaker will by Dr. Janies B. Canfield, Ebrarian of Columbia university, New York, whose subject will be: "The Library as an In-tegral Part of the System of Public and

Secretary John M. Ives said this the public library question better than he d in the cities where he has appeared ! he has been greeted by large and intelligent audiences. The chamber congratu-

and speaker.
"Among those who will be present are Mayor Cutier, the members of the niversity and theological seminary facities, principals and teachers of the ublic schools."

4-14-06

Dr. Canfield will be introduced by President Rogers. P. E.

The regular monthly meeting of the Chamber of Commerce will be held Wednesday evening, at 8 o'clock, on Wednesday evening, at 8 o'clock, on which occasion Dr. James H. Canfield, librarian of Columbia University, New York, will deliver an address on "The Public Library as an Integral Part of the System of Public and Free Education."

Dr. Canfield is one of the most instructive and entertaining speakers in this country. No one understands the public library question better than he, and in the cities where he has appeared he has the cities where he has appeared he has been greeted by large and intelligent audiences. No ticket of admission will be

necessary.

This meeting of the chamber is held on Wednesday instead of Monday night on account of the engagements of Mr. Canfield, which prevented him from being in this city on any other than Wednesday evening. The mayor, the faculty of the university and high school and the teachers of the public schools of the city. are to be especially invited to hear Mr. Canfield. State Librarian Edmunds will dally invited to hear Mr.

CHAMBER OF COMMERCE

Chronicl IS H Ca fid to Lec in on the Public Library as an Integrar Part of Public Education.

The regular monthly meeting of the mortgage Cax bill, and unged the governor to veto it.

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munity view with apprehension and alarm the serious disturbance to real the approval of the bill: that the amount of tax to be derived is vague and disproportionate to the mischief that would the collection of it is unbusiness-like that the tax would fall on the borrowing class, and that as the governor has ang gested a commission to revise the tax aws, this bill ought to be vetoed and no new experiments in taxation should made till the commission has inves tigated and reported.

Terse and sound and right to the point Phere is no escape from logic like this a step further and reminded Governor Higgins of his declaration in his annua message that this was no time for nev taxation and that the only thing to was to reduce expenditures. Post ExPan

Rochester Chamber of Commerce,

The regular monthly morting of the Corporation will be held

Wednesday, April 26, 1905, at 8 p. m.

DR JAMES H. CANFIELD

Librarian of Lolomora University, New York, will delive

THE PUBLIC LIMRARY AS AN INTEGRAL PART OF THE SYSTEM OF PUBLIC AND FREE EDUCATION

Dr. Cambell is one of the most instructive and entercatting speakers in this country. No one under stand the Public Library question better that he and so the cities where he has appeared he has been good if by large and intelligent audiences

The Chamber congramates med in bong all to obtain the services of so distinguished an educator and

You are cordially invited to be present. No tacket of admission will be necessary.

JOHN M. IVES.

Rochester, N. Y. April 22, 1985.

Public Library an Integral Part of the Free Education System. 4-24-05

The regular monthly meeting of the Chamber of Commerce will be held next Wednesday at 8 p. m., when Dr. James H. Canfield, Librarian of Columbia, University, New York, will deliver an address on "The Public Library as an Integral Part of the System of Public and Free Education"

Dr. Canfield is one of the nost instructive and entertaining speakers in this columby. No one understands the public library question better than be, and in the cities where he has appeared he has been greeted by large and intelligent audiences. The public is cordially invited to be present. No ticket of admission will be necessary.

Opposing the Mortgage Tax.
The business men of Rochesty, learning

sented by the trustees of the Chamber opposition to the mortgage tax bill, and urged the governor to veto it

They say that the people of this community view with apprehe alarm the serious disturbance to real estate interests that would result from the approval of the bill; that the amount of tax to be derived is vague and disprofollow the levy; that the machinery for that the tax would fall on the borrowing class, and that as the governor has sug gested a commission to revise the tax laws, this bill ought to be vetoed an no new experiments in taxation should

be made till the commission has investigated and reported. Terse and sound and right to the point There is no escape from logic like this. But the business men might have gone a step further and reminded Gov Higgins of his declaration in his annual message that this was no time for new axation and that the only thing to do was to reduce expenditures.

APRIL 27, 1905,

Chamber of Commerce Does Not Favor the Measure.

BOARD OF TRUSTEES' MEETING

Correspondence With Manager of Postal Telegraph Company Regarding Rate to Atlantic City Results in Information That Adjustment of the Rates Would Work Against Buffalc.

A resolution condemning the propose ortgage Tax bill and asking the Gov ernor to veto the measure was adopted at the regular monthly meeting of the board of trustees of the Chamber of Commerce, held yesterday afternoon. Tha reasons of the trustees for objecting to the tax bill are outlined in the resolution, which reads as follows: "Whereas, The people of this county

and city view with apprehension and alarm the serious disturbance to real state interests which would ensue as the result of the enactment into law of the Mortgage Tax bill now pending be

mously opposed thereto; and
"Whereas, The amount that would be
derived from the Mortgage Tax law
during the ensuing year is vague, but surely not sufficient to be counted as a considerable part of the state revenue; and, moreover, as such amount must be iderably diminished by the collection f the tax, and as such revenue is entirely disproportionate to the mischief it is believed will be inflicted upon

property interests; and
"Whereas, The burden of this tax will be placed upon the borrowing classes, and the machinery provided to give ef-fect to the bill is believed to be impracticable and unbusinesslike and in the collection of the tax thereunder will greatly disturb economic and business

"Whereus, It is proposed that the Gov-ernor shall appoint a commission to in-quire into the general subject of state taxation, to report at the Legislative session of 1906, with a view to making the tax laws of this state more equitable, stent and stable.

"Resolved, That we urge the Governor to veto the Morigage Tax bill, and that the subjects of the taxation of mortgages should await the results of the in-quiry to be made by the proposed commission on taxation."

At a meeting of the insurance commit-tee of the Chamber of Commerce, held a few days ago, the secretary was directed to address the committee of twenty of the National Board of Fire Underwriters on the question of reducing the fire insurance rates in this city, in consideration of the fact that City Engineer Fisher has reported 75 per cent of the ecommendations of the insurance men have been complied with and the balance of the work will be soon completed.

The committee of twenty replied that hey had no jurisdiction in the matter of rates. Their investigations, they say, are made purely from an impartial tandpoint, without recommendations either as to the increase or decrease of rates. The letter closed with congratulations to the city upon the liberal minded way in which the suggestions of the committee have been met and upon having in its service an engineer of Mr.

Replying to a letter received from J. Hampton Moore, chief of bureau, of the egitimate method of promoting the man-

it was suggest called to discuss W valoping American The chamber, the has investigated th local business me rates between City favor Buffalo

ompany, the information that the Rochester rate was not too high, but the Buf-falo rate too low. An adjustment of the ates, the chamber was assured, would age the rate from Rochester out would increase that from Buffalo. The following new members sted: Benjamin S. Meyer, capi

German Insurance Building; Thomas Northway, bleycles and automobiles, Exchange Street; Rochester Sewer ompany. A. H. Gorsline, president Oak Street: the Hunting Company obers and steamfitters' supplies, 433 Main Street East; Rochester L'on ise Works, Smith Sheldon, proprieto,

erests abroad.

The following were admitted to mem 183 North Water Street; Snow Wirel Works Company, A. R. Helmer, secre-tary, 76-84 Exchange Street. bership in the Chamber of Commerce yes-terday: Benjamia S. Meyer, capitalist, No. 65 German Insurance building; Thomas J. forthway, automobiles and bicycles, No. 94

The secretary was authorized to experd for a page, advertising the desirable features of Rochester, in one of the

Exchange street, Rochester Sewer Plpe Company, R. H. Gorsline, president, No 545 Oak street; Hunting Company, whole DEMOCKAT AND CHRONICL sale plumber's and steam fitters' suppplies, No. 432-438 Main street east Rochester Showense Works, Smith Sheldon, propries tor, No. 183 North Water street; Snow

THURSDAY. APRIL 27, 1905. Wire Works company. A. R. Helmer, see

ASK GOVERNOR TO VETO BILL

MORTGAGE TAX MEASURE IN LOCAL DISFAVOR.

CHAMBEROFCOMMERCEACTS

Trustees Adopt Resolution Against Bill-Committee of Twenty Asked to Reduce Fire Insurance Rates. Other Matters Acted Upon

At the monthly meeting of the trustees f the Chamber of Commerce yesterday fternoon the following resolution regarding the mortgage tax bill was passed after

derests; and The burden of this tax will be placed non the borrowing classes, and the machin-

A short time ago Secretary Ives sent a

copy of City Engineer Fisher's report of the recommendations of the National Board of Fire Underwriters, showing that seventy-five per cent, of the recommenda-tions of the board had been complied with, to the Committee of Twenty, National Board of Fire Underwriters, and asked for a reduction in rates by virtue of the Im provements made. In reply the following letter was received from S. H. Lockett, assistant secretary to the committee:

s an able and comprehensive analy-our own and one in which our own des would be interested. For this we religraphed for the 500 copies re-to in your letter, congratulate the city of Rochester he liberal minded way in which it has up the suggestions contained in our trees.

Atlantic City is 40 cents, while Buffalo, nearly a hundred miles farther west, can through Secretary Ives, made a protest to the telegraph companies asking for a "

Rochester Chamber of Commerce.

ages of Rochester and which appeared in the June issue of "Country Life in

America." The Chamber paid for this advertisement and for other advertising

in out-of-town papers, and in the local street cars for additional working men

and women, and wants to do more advertising as it brings factories and popu-

lation which increases values and benefits everybody concerned. The Chamber

is also securing the building of houses for people of moderate means on easy

that is only about half what it should be. Enclosed find appli ation card,

which please sign and mail. Rochester is growing as never before in its

The Chamber has no source of income save through its membership and

JOHN M. IVES, Secy.

payments, and is doing a lot of work which is telling.

history. Give a lift at this important time.

Enclosed please find a page advertisement enumerating some of the advant-

THE PUBLIC LIBRARY. Interesting Lecture Last Night at the

Chamber of Commerce.

Kurl H 27-05

An interesting talk was given last evening at the Chamber of Commerce by Dr. James H. Canfield, librarian of Columbia University, whose topic was "The Public Library as an Integral Part of Public and Free Education." Dr. Canfield is an exceedingly fine lecture and the talk was one of the best given by the Chamber of Commerce this season. President Rhees of Rochester University and A. E. Eastman of the State Library at Albany also spoke briefly, Dr. Can-field was introduced by President Clinton Rogers of the Chamber of Com-

"Self government in the United States is still an experiment," he said, "But it is the only time in history that it has ever had a fair and decent trial, Our ever had a fair and decent trial. Our government is nothing but a vast business corporation. We all share in the payment of common taxes and in the distribution of the benefits. We unite in the selection of our judicial officers, we unite in the selection of representatives to make our laws, and we all are liable for the maintenance of law and order. All have something to say about the choice of a president of the corporation. The headquarters of the company is in Washington, and the directors are the Con-

headquarters of the company of the Congressment. The states are separate workshops and all are subordinate to the general weighter of the whole.

"In the history of our country there have been great men, but these are few in number as compared with the masses and exactly be expected to alone upbuild, and cannot be expected to alone and cannot be expected to alone abound, uplift, create and strengthen. We must have the co-operation of all, each according to his own strength and ability.

cording to his own strength and ability. The reason that the nations of the post have fallen has been because insufficient attention has been paid to the masses of the people and to their wants and needs. A leader is of no consequence unless he has at his back intelligent followers, and the larger the intelligence the more desirable the man. The intelligent man is the most profitable every time.

able every time.
"We have accepted this fact and according have created the public schools. Th ate does this because of necessity, for self-protection, as the cheapest insurance for general welfare it can got. Taxes are levied for the schools because the community wants and needs them. We come to it perpetually through necessity because intelligence in the larger life means the safety

of the state.
"In the years we have leaped into the very heart of the finest century which has ever been. We thought the last century had accomplished all there was to accomplish but before the first your of the new one was over we found our mistake. Accordingly, there is even a greater demand for intelligence every day. And we are relying upon the average five years which the public schools given every American boy and girl to furnish this intelligence.
"As a sunniement to the nublic school "As a supplement to the public sche work and to add to the nobility of charge ier, strength of purpose and hope acquired there we have instituted the public library and are thus keeping the best of the ages or the masses of the people, thus enabling them to become acquainted with all that

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27, 1905.

D THE LIBRARY

I SYSTEM OF JCATION.

. H. CANFIELD

IveYears' School ilic Library What Enabled to Make Better Citizen

Dr. James H. Canfield, librarian of Columbia University, New York, deli-an address before the Chamber of erce and the members of the Lake Couniry Library Club in the Chamber of Com-merce assembly room last evening, on "The Public Library as an Integral Part of the System of Public and Free Education." The room was filled with an audience that instened attentively to what was said. Dr. Cantield arrived in the city yesterday morning and in the afternoon attended the meeting of the Lake Country Library Club that was held in the East Side High School. He returned to New York las-night. Members of the faculty of the Uni versity of Rochester, including Presiden

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the Chamber of Comm f the Chamber of Commerce, was in hair and introduced Dr. Canfield.

"We have with us this evening a graduate of Williams College," said President Rogers. "Dr. Canfield received his baccalaureate degree in 1808, was made a master of arts and dector of laws in 1893 and a dector of litera-ture in 1902. He built railroads in Iowa and Minnesota from 1868 to 1871, but felling with In him tendencies in another direction be-came a member of the bar and practiced law in St. Joseph, Mich., from 1872 to 1877. In the latter year he became professor of his-tory in the University of Kansas, and in 1801 was made chanceller of the University of Nebraska. Four years inter he assur the presidency of the University of Ohio and in 1869 was chosen librarian of Columbia University. He was elected president of the Kansas State Teachers' Association in 1885 and of the Nebraska State Teachers' Associa-tion nine years afterward. For five years he was secretary and for one year president of the National Educational Association, of which he is a life director. He is a member of the international committee of the Y. M. C. A. and of the American Library Associa-"The average child spends not more than five years at school, and it is manifestly impossible for him to learn very much in that short period," said Dr. Candeid. "What he has learned merely serves to whet his appetite, and his desire to know is heightened as he grows older. He has no books of his own, is mable for one reason or another to buy more and the newspapers and measures that

come to his hand do not satisfy his craving. It is true that in some cases he may have access to a private library, but not often enough to make it a general rule. He hears of the public library and finds there the books that his heart craves. He becomes a patron of the library and a student of books. The result is that the boy who with only five years or less of schooling, might have grown into an ignorant man, of no use to grown into an ignorant man, or no use to himself or the community, is enabled with little trouble to make of himself a highly valuable citizen and to fit himself for the larger events of life. Without the public library such a result in these days of highly trained specialists is practically impossible."

The Lake Computer Library Chin. The Lake Country Library Club, which attended the lecture, held the first session of its annual institute meeting at the East Side High School at 2:30 o'clock yesterday afternoon. The club includes librarians in all of the counties adjacent to Lakes Erica and Ontario. The meeting now in session is for those in Monroe, Ontario, Wayne, Livingston, Yates and Seneca countles, and be tween fifty and seventy-five delegates are present. Miss Corlane Bacon, of Albany, presided at yesterday's meeting. There will be a session of the institute at the East Side High School at 9:30 o'clock this morning when there will be a general discussion on bok lists, the library and the school, eco-nomics in library work and books for rural nomes. State Librarian Edmunds is attend-

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The Business Men's Petition.

of Rochester have adopted resolutions condemning the Mortgage Tax bill and asking Covernor Higgins to veto it. Their reasons for this action, in brief,

are as follows: The people of Monroe County are substantially a unit in opposition to tax

upon mortgages. The amount to be raised by such a lax is necessarily indefinite, and cannot be relied upon, for a year at least, as a considerable part of the state's

The burden of this tax will fall upon he borrowing classes rather than upon those able to bear It. The machinery of collection, devised

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If such a tax falls certainly upon the borrower-us it is clear that it doeswhy should anyone defend it? If all other methods and resources of taxation had been exhausted, it would be bad enough to have to resort to this conof necessity. But many other forms of taxation much more simple and fair, have not been attempted by this administration; and the huge annual expendi tures which are the excuse for the proposed raid upon the borrowers in this state, are, for the most part, sheer plun-

der and waste. In fifteen years the expenses of the state government have been doubled. liven in the last six years they have been increasing at a frightful pace, No intelligent and candid person pretenda that this increase results from the negensities of efficient administration Everyone who examines the figures, sees in them the unmistakable evidence of extravagance, wasterulness and graft, In such a policy of plunder there will a ways be pretexts for new schemes; ation. And each such scheme, once it adopted, will serve as precedent for other raid upon some fresh class

President Rogers Says That Smoke Ordinance Has Been Changed-No Occasion for Criticising Measure.

Members of the International Union o Steam Engineers, Flower City Associa-tion and Monroe association, National Association of Stationary Engineers, and Universal Craftmen's Council of Engineers are opposed to that portion of the new snoke ordinance, now in commit-tee of the Common Council, which makes um, engineer or other person owner or lessee for the smoke nuisance. Committees from each of these bodies held a joint meeting in Wilder's areade last night to plan a campaign in opposition to the proposed rodinance. These men say they are not opposed to a smoke preventive ordinance, but think their employers should be held solely responsible. The engineers say they must do their work as they are told to do it.

told to do it. The engineers think there should be a more stringent license law, as many in-competent men obtain licenses under the

present system. In an interview with a representa The Post Express this morning, President Rogers, of the Chamber of Commerce, said that the stationary engineers were labor-

ing under a total misapprehension.

"The ordinance as originally drafted,"
said Mr. Rogers, "did, indeed, contain the ision to which the engineers obje at their meeting last evening, but that sec-tion has been eliminated, and is now no part of the ordinance, so that the stationary engineers have nothing to fear and

nothing to complain of.
"The section was taken from the Minne apolis ordinance, which seemed to us to be the most moderate and altogether the be the most moderate and altogether the fairest of the many ordinances which we examined, and we were informed that in Minneapolis there was no objection whatever on the part of the engineers. However, we learned some time ago that the Rochester engineers objected, and the committee in charge of the ordinance was glad to recommend such a change as I have indicated by the ordinance now stands, the cated As the ordinance now stands, the cated As the ordinance now stands, the owner, lessee, or person or corporation occupying a building will be held responsido their work under the orders of their

The Smoke Nuisance.

Rochester is not the only city where a strong sentiment in favor of an antiordinance has developed. If Mayor McClellan's present plans ar carried out, the smoke nuisance is to be abated in Greater New York. A report has just been sent to him by the Municipal Art society, the County Medical so ciety, and other organizations, which was made by experts who base their conclusions upon investigations made in seventeen American cities and extending over a period of two years. The report says that the amount of smoke is in no way related to the hardness or softness of the coal, but dense clouds of black smoke are due to carelessness in firing and a lack of proper apparatus. It also says that Cleveland has the most drastic ordinance in America, and yet the number of manufactories has doubled in four years, showing that an anti-smok ordinance does not interfere with the

growth of a city. Here in Rochester the fact has been demonstrated that smore consumers are not only practical but that they will pay for themselves in a short time by the saving in fuel. Indeed, in the absence of an anti-smoke ordinance some of the largest manufacturers have installed smoke-consumers on the ground of economy, and an offer to instal consumer free of charge for a fair trial is now made to all manufacturers, the apparatus to be purchased if satisfactory and to be removed free of charge if unsatisfactory. Conditions are such that th immediate passage of the ordinance is universally demanded.

The stationary engineers of the city who held a meeting last night and ob jected to the ordinance on the ground that they were to be held responsible for the amount of smoke, made a mista the clause to which they objected hav ing been eliminated several days ago. I is presumed that the engineers do their work under the direction of their employers, and only the owners or lessees of buildings are to be held responsible.

This is as it should be. Bort Ex. 4/21

So far, the efficacy and general merit of smoke consumers do not seem to have made a very deep impression in Syracuse.—Syracuse "Heraid."

No doubt Syracuse will get into lit soon with the other progressive cities of the country. Dense clouds of black smoke are destructive to the beauty of a city and detrimental to the health of the inhabitants, and smoke consum are not only practical but will pay for themselves in a short time in the saving of fuel. What possible excuse can there be, therefore, to an anti-smoke ordinan anywhere, provided a reasonable time be given for the introduction of the new apparatus? Post Extres - 1/2

DEATHS DUE TO DUST AND SOFT COAL SMOKE That is the Belief of the City Realth Of-

ficer, as Set Forth in Bureau Report for March. The report of the Health Bureau for itted to Commissioner G resterday by Dr. G. W. Goler, health officer.

yesterday by Dr. G. W. Goler, near Soft births reported, rate per thousand 22,30: 113 marriages reported, rate per thousand, 8,40, 264 deaths reported, rate per thousand, 8,40, 264 deaths reported, rate per thousand, 19,18. Deducting 34 non-residents who died in public institutions, the net deaths of citizens of Rochester is 230, and the corrected rate per thousand 16,71.

The chief causes of death other than those due to communicable diseases were: Accident, 19; appendicitis, 5; apophexy, 8; diabetes, 7; heart diseases, 36; negaritis, 13; general paralysis of insanc, 5; scallity, 20.

The deaths from communicable diseases were: Bronchilits, 11; cancer, 18; consumption, 21; diphtheria, 8; measles, 2; epidemic cerebro-spinal meningitis, 2; pneumonia, 32; scarlet fever, 5; typhoid fever, 2; whooping erebro-spinal meningitis, 2; pneumonia, 32; carlet fever, 5; typhoid fever, 2; whooping

cerebro-spinal meningitis, 2; pneumonia, 32; scarlet fever, 5; typhold fever, 2; whooping cough, 2.

There were forty-eight deaths under 5 years of age, thirty under 1, and eighteen between 1 and 5.

Sixty-two deaths occurred in persons above 70 years of age. This month's record shows a large number of deaths due to diseases of the upper respiratory tract. Dust and soft teal smoke undoubtedly effected a considerable proportion of these deaths.

Among the contagions diseases reported there were 60 cases of scarlet rever and 5 deaths, the largest number of cases of scarlet rever and 5 deaths, the largest number of cases of scarlet rever and 5 deaths, the largest number of cases of scarlet rever and 5 deaths, the largest number of cases of scarlet rever and 5 deaths, a considerable diminution in the number of cases of diphtheria.

There was one case of typhold fever reported and 2 deaths, which shows the neglect of physicians in reporting cases of typhold fever. Scarlet fever, diphtheria and measles are all present in the epidemic form. Measles is found among a large number of school children, and as numbers of these cases are unreported, numbers of children on the school children, and as numbers of these cases are unreported, numbers of children encases is considered a mild disease, it is estimated that 10 per cent, of all the deafaces in later life is due to measles infection and the consecuent damage to the organs of hearing. In this connection the necessity for medical school inspection is particularly emphasized.

AMENDMENT TO BE MADE TO PROPOSED SMOKE LAW

Will Relieve Engineers, Firemen or Other Employees from Re-

sponsibility. The section in the proposed smoke ordinance, introduced in the Common Council
April 11th, to which the stationary engineers of the city object, is to be eliminated, Clinton Rogers, president of the Chamber of Commerce, said yesterday, This section made engineers and firemen responsible with own-ers and lessees of buildings for the emission

or black or gray smoke. An amendment to the proposed ordinance will be offered at the meeting of the council next Tuesday night by Alderman William

Kenealy, for Alderman Raymond E. West-bury, who will be in New York city. A meeting of delegates from four organizations of engineers was held Thursday night to plan to oppose the ordinance as it was first drawn. The committee was from the International Union of Steam Engineers, the two associations of the National Association of Engineers in the city and the Universal

Craftmen's Council of Engineers. Speaking vesterday afternoon of the change made, Mr. Rogers said:
"The ord'nance as originally drafted did,

indeed, contain the provision to which the engineers objected at their meeting last even-ing, but that section has been eliminated, and is now no part of the ordinance, so that the

stationary engineers have nothing to fear and nothing to complain of.

"The section was taken from the Minneapolts ordinance, which seemed to us to be the most moderate and altogether the fairest of the many ordinances which we examined, and we were informed that in Minneapolis there was no objection whatever on the part of the engineers. However, we learned some time ago that the Rochester engineers of tected, and the committee in charge of the ordinance was glad to recommend such a change as I have indicated. As the ordinance now stands, the owner, lessee, or person or corporation occupying a building will be held esponsible, not the engineers, who, presumably, do their work under the orders of their employers." Or C. 4/22/05

LIBRARIAN TO SPEAK.

Dr. Canfield of Columbia University Before Chamber of Commerce The regular monthly meeting of the Chamber of Commerce, usually held or Monday, will be held on Wednesda night at 8 o'clock. The speaker wilt by Dr. James H. Canfield, Ilbrarian of Co-lumbia university. New York, whose subject will be: "The Library as an In-

tegral Part of the System of Public and Free Education." Secretary John M. Ives said this morning: "Dr. Canfield is one of the most instructive and entertaining speakers in this country. No one understands and in the cities where he has appeared he has been greeted by large and intelli-gent audiences. The chamber congratu-lates fiself to being able to obtain the services of so distinguished an educator

"Among those who will be present are Mayor Cutier, the members of the university and theological seminary fac-President Rogers. P. E.

regular monthly meeting of the ber of Commerce will be held The regular monthly meeting of the Chamber of Commerce will be held Wednesday evening at 8 o'clock, on which occasion Dr. James H. Canfield, librarian of Columbia University, New York, will deliver an address on "The Public Library as an Integral Part of the System of Public and Free Education." Dr. Canfield is one of the most instruc-tive and entertaining speakers in this ountry. No one understands the public library question better than he, and in e cities where he has appeared he has een greeted by large and intelligent udlences. No ticket of admission will be

necessary.

This meeting of the chamber is held on Wednesday instead of Monday night on account of the engagements of Mr. Canfield, which prevented him from being in this city on any other than Wednesday evening. The mayor, the faculty of the university and high school and the teachers of the public schools of the city are to be especially invited to hear Mr. Canfield. State Librarian Edmunds will also be present.

CHAMBER OF COMMERCE

Chronice IS that on the control of the law of the control of Public Library as an integral Part of Public Education.

The regular monthly meeting of the control of t

munity view with apprehension and alarm the serious disturbance to real the approval of the bill; that the amount of tax to be derived is vague and disproportionate to the mischief that would follow the levy; that the machinery for the collection of it is unbusiness-lik that the tax would fall on the borrowing class, and that as the governor has suggested a commission to revise the tax laws, this bill ought to be vetoed and

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Rochester Chamber of Commerce.

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Worinesday, April 26, 1905, at 8 p. n.

TOB JAMES EL CANFIELD

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You are cordially invated to be present. No best of admission will be necessary.

JOHN M. IVES

Radioser, N. Y., April 22, 1985;

Public Library an Integral Part of the Free Education System. 4-24-05

The public is cordially invited to be present. No ticket of admission will be necessary.

Opposing the Mortgage Tax.
The business men of Rochest From sented by the trustees of the Chamber opposition to the mortgage tax bill, and

urged the governor to veto They say that the people of this community view with apprehe alarm the serious disturbance to real estate interests that would result from the approval of the bill; that the amount of tax to be derived is vague and dispreportionate to the mischief that would follow the levy; that the machinery for that the tax would fall on the borrowing class, and that as the governor has sug gested a commission to revise the tax laws, this bill ought to be vetoed an no new experiments in taxation should

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APRIL 27, 1905,

Chamber of Commerce Does Not Favor the Measure.

BOARD OF TRUSTEES' MEETING

Correspondence With Manager of Postal Telegraph Company Regarding Rate to Atlantic City Results in Information That Adjustment of the Rates Would Work Against Buffalo.

A resolution condemning the proposed Mortgage Tax bill and asking the Gov ernor to veto the measure was adopted at the regular monthly meeting of the board of trustees of the Chamber of Commerce, held yesterday afternoon. The easons of the trustees for objecting to the tax bill are outlined in the resolution, which reads as follows:
"Whereas, The people of this county

and city view with apprehension and alaym the serious disturbance to real estate interests which would ensue as the result of the enactment into law of e Mortgage Tax bill now pending be fore the Governor, and are almost unani

mously opposed thereto; and
"Whereas, The amount that would be
derived from the Mortgage Tax law
during the ensuing year is vague, but
surely not sufficient to be counted as a
considerable part of the state revenue;
and, moreover, as such amount must be siderably diminished by the collection of the tax, and as such revenue is en-tirely disproportionate to the mischlet it is believed will be inflicted upon

property interests; and "Whereas, The burden of this tax will be placed upon the borrowing classes, and the machinery provided to give ef-fect to the bill is believed to be impracticable and unbusinesslike and in the collection of the tax thereunder will greatly disturb economic and business

onditions; and "Whereas, It is proposed that the Governor shall appoint a commission to inquire into the general subject of state taxation, to report at the Legislative session of 1906, with a view to making the tax laws of this state more equitable,

consistent and stable.

"Resolved, That we urge the Governor to veto the Mortgage Tax bill, and that the subjects of the taxation of morigages should await the results of the in-quiry to be made by the proposed commission on taxation."

At a meeting of the insurance commit-tee of the Chamber of Commerce, held a few days ago, the secretary was directed on the question of reducing the fire insurance rates in this city, in considera-tion of the fact that City Englueer Fisher has reported 75 per cent of the commendations of the insurance men have been complied with and the balance of the work will be soon completed.

The committee of twenty replied that they had no jurisdiction in the matter of rates. Their investigations, they say, are made purely from an impartial undpoint, without recommendations either as to the increase or decrease of rates. The letter closed with congratulations to the city upon the liberal minded way in which the suggestions of the committee have been met and upon naving in its service an engineer of Mr.

Fisher's ovident ability.
Replying to a letter received thampton Moore, chief of bureau Department of Commerce and Secretary Ives expressed the stimate method of promoting t ufacturing interests of the cou-suggesting intelligent reciprothose countries from which th States obtains raw material a duced in this country. The also urged direct and reasonable transportation, especially between transportation, especially between country and Mexico, and Reference was made to the

sold through London or some cign capital. The selection of laws of the countries to which ad was urged by the ch called to discuss ways and I yeloping American interests a The chamber, through Secretary law investigated the complaint local business men, that the between this city an 25 cents from Buffalo and from this city. Mr. Ives wer managers of the Postal and Union Telegraph companies a received, from the Postal ompany, the information the ester rate was not too high, falo rate too low. An adjus rates, the chamber was ass not decrease the rate from but would increase that from The following new met beted: Benjamin S. Mey 5 German Insurance Build

Exchange Street; Roc Oak Street; the Hunting Companies and steamfitters' supplies, Main Street East; Rochester Sho Works, Smith Sheldon, proprieto,

Northway, bicycles and

183 North Water Street; Snow Wire Works Company, A. R. Helmer, secretary, 76-34 Exchange Street.

The secretary was authorized to ex-pend for a page, advertising the desirable features of Rochester, in one of the

Northway, automobiles and bicycles, No. 94 Exchange street, Rochester Sewer Phe Company, R. H. Gorsline, president, No. 545 Oak street; Hunting Company, whole-DEMOCKAT AND CHRONICL No. 432-438 Main street east Rochester Showcase Works, Smith Sheldon, propri THURSDAY. APRIL 27, 1905. Wire Works company, A. R. Helmer, sec.

ASK GOVERNOR TO VETO BILL

MORTGAGE TAX MEASURE IN LOCAL DISFAVOR.

CHAMBEROFCOMMERCEACTS

Trustees Adopt Resolution Against Bill-Committee of Twenty Asked to Reduce Fire Insurance Rates. Other Matters Acted Upon

At the monthly meeting of the trustee the Chamber of Commerce yesterday fermoon the following resolution regarding the morigage tax bill was passed after

Whereas, The people of this county and city view with apprehension and mann the serious disturbances to real estate interests which would ensue as the result of the ensettaent into law of the mortgage tax but now people depose the Covernor and are almost thanknowsly opposed thereto; and

A short time ago Secretary Ives sent : copy of City Engineer Fisher's report of seventy-five per cent, of the recommendato the Committee of Twenty, National Board of Fire Underwriters, and asked for a reduction in rates by virtue of the improvements made. In reply the following letter was received from S. H. Lockett, assistant secretary to the committee

upon as an able and comprehensive analysis of our own and one in which our own companies would be interested. For this reason we telegraphed for the 500 copies re-

THE PUBLIC LIBRARY. Interesting Lecture Last Night at the

The following were admitted to mem bership in the Chamber of Commerce yes-terlay: Benjamin S. Meyer, capitalist, No. 65 German Insurance building: Thomas J.

Chamber of Commerce.

Hugol
An interesting talk was given last evening at the Chamber of Commerce by Dr. James H. Canfield, librarian of Columbia University, whose topic was "The Public Library as an Integral Part of Public and Free Education." Dr. Canneld is an exceedingly fine lectures and the talk was one of the best given by the Chamber of Commerce this season. President Rhees of Rochester University and A. E. Eastman of the State Library at Abany also spoke briefly. Dr. Can-field was introduced by President Clinton Rogers of the Chamber of Com-

"Self government in the United States is still an experiment," he said, "But it is the only time in history that it has ever had a fair and decent trial, Our government is nothing but a vast business corporation. We all share in the payment of common taxes and in the distribution of the benefits. We unite in the selection of our judicial officers, we unite in the selection of representatives to make our laws, and we all are liable for the maintenance of law and order. All have something to say about the choice of a president of the corporation. The headquarters of the company is in Washington, and the directors are the Con-gressmen. The states are separate work-

gressmen. The states are separate work-shops and all are subordinate to the gen-eral welfare of the whole.

"In the history of our country there have been great men, but these are few in number as compared with the masses and cannot be expected to alone upbuild, uplift, create and strengthen. We must have the co-operation of all, each ac-cording to his own strength and ability.

"The reason that the nations of the

"The reason that the nations of the past have fallen has been because inpast have fallen has been because in-sufficient attention has been paid to the masses of the people and to their wants and needs. A leader is of no conse-quence unless he has at his back intelli-gent followers, and the larger the in-telligence the more desirable the man. The intelligent man is the most profit-able every time.

able every time.
"We have accepted this fact and according have created the public schools. Th state does this because of necessity, for self-protection, as the cheapest insurance for general welfare it can get. Taxes are jevied for the schools because the community wants and needs them. We come to it perpetually through necessity because intel-ligence in the larger life means the safety or the state.

of the state.
"In five years we have leaped into the very heart of the finest century which has ever been. We thought the last century had accomplished all there was to accomhad accomplished all there was to accom-plish but before the first year of the new one was over we found our mistake. Ac-cordingly, there is even a greater demand for intelligence every day. And we are relying upon the average five years which the public schools given every American boy and girl to furnish this intelligence. "As a summemut to the public school "As a supplement to the public ache work and to add to the nobility of chara ter, strength of purpose and hope acquired there we have instituted the public library and are thus keeping the test of the ages for the masses of the people, thus enabling hem to become acquainted with all that

has been, ... 'We must accept the public library as a great integral part of the public education. On no other ground can it be maintained. In reading there is companionally, unlift-ing, more education and more intelligence and those who read are better and safer and re valuable citizens. This is the value of a public ilbrary."

__ APRIL 27, 1905.

DISCUSSED THE PUBLIC LIBRARY

ITS PLACE IN SYSTEM OF FREE EDUCATION.

I ECTURE BY J. H. CANFIELD

Says Person With Five Years' School ing Finds in Public Library What He Craves-Is Enabled to Make of Himself a Better Cilizen

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The Business Men's Petition.
Trustees of the Chamber of Commerce

of Rochester have adopted resolutions condemning the Mortgage Tax bill and asking Governor Higgins to veto it. Their reasons for this action, in brief,

are as fellows: The people of Monroe County are substantially a unit in opposition to tax upon mortgages.

The amount to be raised by such a tax is necessarily indefinite, and cannot be relied upon, for a year at least, as a considerable part of the state's

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posed raid upon the borrowers in this

state, are, for the most part, sheer plun-

der and waste. In fifteen years the expenses of the state government have been doubled, Even in the last six years they have been increasing at a frightful pace, No intelligent and candid person pretends that this increase results from the necessities of efficient administration. Everyone who examines the figures, sees in them the unmistakable evidence of extravagance, wastefulness and graft, such a policy of plunder there will al ways be pretexts for new schemes of tax ulon. And each such scheme, or adopted, will serve as precedent other raid upon some fresh class t

Members of the International Union of Steam Engineers, Flower City Associa-tion and Monroe association, National Association of Stationary Engineers, and Universal Craftmen's Council of Engineers are opposed to that portion of the new smoke ordinance, now in committee of the Common Council, which makes the fireman, engineer or other person in charge of a furnace responsible with the owner or lessee for the smoke musaner. owner or lessee for the smoke nulsance. Committees from each of these bodies held a joint meeting in Wilder's areade last night to plan a campaign in opposition to the proposed rodinance. These men say they are not opposed to a smoke preventive ordinance, but think their employers should be held solely responsible. The engineers say they must do their work as they are told to do it.

The engineers think there should be a mort stringent license law, as many in-competent men obtain licenses under the

t system, a interview with a represents The Post Express this morning, President Rogers, of the Chamber of Commerce, said that the stationary engineers were labor-

ing under a total misapprehension.

"The ordinance as originally drafted,"
said Mr. Rogers, "did, indeed, contain the provision to which the engineers objected at their meeting list evening, but that sec-tion has been eliminated, and is now no part of the ordinance, so that the stationary engineers have nothing to fear and nothing to complain of.

"The section was taken from the Minne-

e the most moderate and altogether the fairest of the many ordinances which we examined, and we were informed that in Minneapolis there was no objection whatever on the part of the engineers. However, we learned some time ago that the Roch-ester engineers objected, and the committee enter engineers objected, and the committee in charge of the ordinance was glad to recommend such a change as I have indi-cated. As the ordinance now stands, the owner, lesses, or person or corporation occupying a building will be held responsiring a building will be held resp do their work under the orders of their

The Smoke Nuisance.

Rochester is not the only city where a strong sentiment in favor of an antismoke ordinance has developed. If Mayor McClellan's present plans are carried out, the smoke nuisance is to be abated in Greater New York. A report has just been sent to him by the Municipal Art society, the County Medical society, and other organizations, which was made by experts who base their conclusions upon investigations made i seventeen American cities and extending over a period of two years. The report says that the amount of smoke is in no way related to the hardness or softness of the coal, but dense clouds of black smoke are due to carelessness in firing and a lack of proper apparatus. It also says that Cleveland has the most drastic ordinance in America, and yet the number of manufactories has doubled in four years, showing that an anti-smoke ordinance does not interfere with the

growth of a city.

Here in Rochester the fact has been istrated that smoke consumers are not only practical but that they will pay for themselves in a short time by the saving in fuel. Indeed, in the absence of an anti-smoke ordinance some of the largest manufacturers have installed smoke-consumers on the ground of econ omy, and an offer to instal consumer free of charge for a fair trial is now made to all manufacturers, the appara-tus to be purchased if satisfactory and be removed free of charge if unsatisfactory. Conditions are such that the immediate passage of the ordinance is versally demanded.

The stationary engineers of the city who held a meeting last night and objected to the ordinance on the ground that they were to be held responsible for the amount of smoke, made a mistak the clause to which they objected having been eliminated several days ago. It work under the direction of their employers, and only the owners or lessees of buildings are to be held responsible. This is as it should be. Got Ex. 4/21

So far, the efficacy and general merit of knoke consumers do not seem to have made a very deep impression in Syracuse.—Syra-cuse "Heraid."

No doubt Syracuse will get into line soon with the other progressive cities of the country. Dense clouds of black smoke are destructive to the beauty of a city and detrimental to the health of the inhabitants, and smoke con are not only practical but will pay for themselves in a short time in the saving of fuel. What possible excuse can there he, therefore, to an anti-smoke ordinance anywhere, provided a reasonable time be given for the introduction of the new apparatus? Post Express - 4/21 CHAMBER OF COMMERCE

Opposing the Mortgage Tax.

The business men of Rochester, reference of the Library as an integral Fart opposition to the mortgage tax bill, and

OR Public Education

1905. April 2/-DEATHS DUE TO DUST AND SOFT COAL SMOKE

That is the Belief of the City Health Officer, as Set Forth in Bureau Report for March. The report of the Health Bureau for

yesterday by Dr. G. W. Goler, health officer,

yesterday by Dr. G. W. Goier, neutral officious:
During the month there were 207 births reported, rate per thousand 22,30; 113 marriages reported, rate per thousand, 8,40; 234 deaths reported, rate per thousand, 8,40; 234 deaths reported, rate per thousand, 19,18. Deducting 34 non-residents who died in public institutions, the net deaths of citizens of Rochester is 230, and the corrected rate per thousand 16,71.

The chief causes of death other than those due to communicable diseases were: Accident, 10; appendicitis, 5; apoplexy, 8; diabettes, 7; heart diseases, 30; negaritis, 13; general paralysis of lusane, 5; sentity, 20.

The deaths from communicable diseases were: Bronchitis, 11; cancer, 18; consumption, 21; diphtheria, 8; measles, 2; epidenic cerebro-spianal meningitis, 2; pneumonia, 32; sentlet feyer, 5; typhoid fever, 2; whooping cough, 2.

searlet fever, 5; typhoid fever, 2; whoopins cough, 2; were forty-eight deaths under 5 years of age, thirty under 1, and eighteen between 1 and 5.

Sixty-two deaths occurred in persons above 70 years of age. This month's record shows a large number of deaths due to discases of the upper respiratory tract. Dust and soft coal smoke undoubtedly effected a considerable proportion of these deaths.

Among the contagions discases reported there were 60 cases of scariet tever and 5 deaths, the largest number of cases of scarlet fever reported in many months. There were 73 cases of slightheria and 2 deaths, a considerable diminution in the number of cases of diphtheria.

were 73 cases of slipitheria and 2 decreases of diphtheria.

There was one case of typhold fever reported and 2 deaths, which shows the neglect of physicians in reporting cases of typhold fever. Scarlet fever, diphtheria and measles are all present in the epidemic form. Measles is found among a large number of school children, and as numbers of these cases are unreported, numbers of children and in the epidemic form. We are to be considered to be considered to school children, and as numbers of these cases are unreported, numbers of children go to school and infect children whose parents endeavor to protect them against measles. While measles is considered a mild disease, it is estimated that 10 per cent. of all the deafness in later life is due to measles infection and the consequent damage to the organs of hearing. In this connection the necessity for medical school inspection is particularly emphasized.

AMENDMENT TO BE MADE TO PROPOSED SMOKE LAW

Will Relieve Engineers, Firemen or Other Employees from Re-

sponsibility. The section in the proposed smoke ordi-nance, introduced in the Common Council April 11th, to which the stationary engineers of the city object, is to be eliminated, Clin-ton Rogers, president of the Chamber of ce, said yesterday. This section mad engineers and firemen responsible with owners and lessees of buildings for the emission

A hlack or gray snoke. An amendment to the proposed ordinance will be offered at the meeting of the coun-ell next Tuesday night by Alderman William

Kenealy, for Alderman Raymond E. West-bury, who will be in New York city. A meeting of delegates from four organizations of engineers was held Thursday night to plan to oppose the ordinance as it was first drawn. The committee was from the International Union of Steam Engineers, the two associations of the National Association of Engineers in the city and the Universal Craftmen's Council of Engineers.

Spenking yesterday afternoon of the change made, Mr. Rogers said: "The ordinance as originally drafted did, indeed, contain the provision to which the engineers objected at their meeting last even-ing, but that section has been eliminated, and is now no part of the ordinance, so that the stationary engineers have nothing to fear

and nothing to complain of.
"The section was taken from the Minneapolis ordinance, which seemed to us to be the most moderate and altogether the fairest of the many ordinances which we examined and we were informed that in Minneapolis there was no objection whatever on the part of the engineers. However, we learned some time ago that the Rochester engineers ob-jected, and the committee in charge of the ordinance was glad to recommend such & change as I have indicated. As the ordinance now stands, the owner, lessee, or person or corporation occupying a building will be held onsible, not the engineers, who, presumably, do their work under the orders of their employers." Dr C. 4/22/05

LIBRARIAN TO SPEAK.

Dr. Canfield of Columbia University Before Chamber of Commerce. The regular mouthly meeting of the Chamber of Commerce, usually held on Monday, will be held on Wednesday night at 8 o'clock. The speaker will b Dr. James H. Canfleld, Ebravian of Co lumbia university, New York, whose subject will be: "The Library as an In-

Free Education," Secretary John M. Ives said this morning: "D", Canfield is one of the most instructive and entertaining speak-ers in this country. No one understands the public library question better than he and in the cities where he has appeare he has been greeted by large and intelli-gent audiences. The chamber congratu-lates itself in being able to obtain the

"Among those who will be present are Mayor Cutier, the members of the university and theological seminary fac-President Rogers. P. E.

services of so distinguished an educator

The regular monthly meeting of the Chamber of Commerce will be held Wednesday evening at 8 o'clock, on which occasion Dr. James H. Canfield, ilbrarian of Columbia University, New York, will deliver an address on "The Public Library as an Integral Part of the Section of Public and Free Education." System of Public and Free Education."
Dr. Canfield is one of the most instructive and entertaining speakers in this sountry. No one understands the public library question better than he, and in the cities where he has appeared he has been greeted by large and intelligent audiences. No ticket of admission will be

necessary.

This meeting of the chamber is held on Wednesday instead of Monday night on account of the engagements of Mr. Canfield, which prevented him from being Canbeld, which prevented him from being in this city on any other than Wednesday evening. The mayor, the faculty of the university and high school and the teachers of the public schools of the city

urged the governor to veto it.

They say that the people of this community view with apprehension and alarm the serious disturbance to real the approval of the bill; that the amoun of tax to be derived is vague and disproportionate to the mischief that would follow the levy; that the machinery for

that the tax would fall on the borrowin class, and that as the governor has suggested a commission to revise the talaws, this bill ought to be vetoed and no new experiments in taxation should e made till the commission has inves tigated and reported.

Terse and sound and right to the point

There is no escape from logic like this, But the business men might have gone a step further and reminded Governor Higgins of his declaration in his annua message that this was no time for ne taxation and that the only thing to was to reduce expenditures. Post ExPun

Rochester Chamber of Commerce.

The regular mentally inversal of the Composition will be behi

Wednesday, April 26, 1905, at 8 p. no.

DR. JAMES H. CANFIELD

Librarian of Columbia University New York, will delive

THE PUBLIC LIBRARY AS AN INTEGRAL. PART OF THE SYSTEM OF PUBLIC AND PREE EDUCATION

Dr Cantichi or one of the most instructive and enterming speakurs in this country. No une muleistands the Public Library question better than he and to the stins where he has appeared he has been green a by large and intelligent audiences

The Chamber congramintes itself in home also is ultian the services of sir distinguished an educator to

You are socially invited to be present. No twice of admission will be recessary.

JOHN M. IVES.

Rochester, N. Y. April 22, 1905.

Public Library an Integral Part of the Free Education System. 4-8406

The public is cordially invited to be present. No ticket of admission will be necessary.

Opposing the Mortgage Tax.
The business men of Rochest Francisco sented by the trustees of the Chamber opposition to the mortgage tax bill, and urged the governor to vato i

They say that the people of this community view with apprehension and alarm the serious disturbance to real estate interests that would result from the approval of the bill; that the amoun of tax to be derived is vague and disprefollow the levy; that the machinery fo the collection of it is unbusiness-like that the tax would fall on the borrowing class, and that as the governor has sug gested a commission to revise the tax laws, this bill ought to be vetoed an no new experiments in taxation should

be made till the commission has investigated and reported. Terse and sound and right to the point! There is no escape from logic like this. But the business men might have gone a step further and reminded Governor Higgins of his declaration in his annual message that this was no time for new axation and that the only thing to do was to reduce expenditures.

AGAINST TAX BILL APRIL 27, 1905.

Chamber of Commerce Does Not Favor the Measure.

BOARD OF TRUSTEES' MEETING

Correspondence With Manager of Postal Telegraph Company Regarding Rate to Atlantic City Results in Information That Adjustment of the Rates Would Work Against Buffalo.

A resolution condemning the propose ernor to veto the measure was adopte at the regular monthly meeting of the board of trustees of the Chamber of Commerce, held yesterday afternoon. The reasons of the trustees for objecting to the tax bill are outlined in the resolution, which reads as follows: "Whereas, The people of this county and city view with apprehension and alarm the serious disturbance to real

estate interests which would ensue as the result of the enactment into law of the Mortgage Tax bill now pending before the Governor, and are almost unani-

mously opposed thereto; and "Whereas, The amount that would be derived from the Mortgage Tax law derived from the Mortgage Tax law during the ensuing year is vague, but surely not sufficient to be counted as a considerable part of the state revenue; and, moreover, as such amount must be considerably diminished by the collection of the tax, and as such revenue is entirely disproportionate to the mischief it is believed will be inflicted upon

"Whereas, The burden of this tax will be placed upon the borrowing classes, and the machinery provided to give ef-fect to the bill is believed to be impracticable and unbusinesslike and in the collection of the tax thereunder will greatly disturb economic and business

onditions; and "Whereas, It is proposed that the Governor shall appoint a commission to in-quire into the general subject of state taxation, to report at the Legislative ses-sion of 1906, with a view to making the tax laws of this state more equitable,

onsistent and stable.
"Resolved, That we urge the Governor to veto the Mortgage Tax bill, and that the subjects of the taxution of mortgages should await the results of the in-quiry to be made by the proposed comon on taxation,"

At a meeting of the insurance commit-tee of the Chamber of Commerce, held a few days ago, the secretary was directed to address the committee of twenty of the National Board of Fire Underwriters on the question of reducing the fire insurance rates in this city, in considera-tion of the fact that City Engineer tion of the fact that City Engineer Fisher has reported 75 per cent of the mendations of the insurance men have been complied with and the balance of the work will be soon completed.

The committee of twenty replied that they had no jurisdiction in the matter of cates. Their investigations, they say, are made purely from an impartial standpoint, without recommendations either as to the increase or decrease of rates. The letter closed with congratulations to the city upon the liberal minded way in which the suggestions of the committee have been met and upon

having in its service an engineer of Mr. Fisher's evident ability. Replying to a letter received from J. Hampton Moore, chief of bureau, of the Department of Commerce and Labor, Secretary Ives expressed the hearty sympathy of the chamber with every Imate method of promoting the manunfacturing interests of the country and suggesting intelligent reciprocity with those countries from which the United States obtains raw material not produced in this country. The chamber also urged direct and reasonably rapid transportation, especially between this country and Mexico, and Central

Reference was made to the lack of banking facilities in South America, as at present all exchange is bought and sold through London or some other forcign capital. The selection of consuls tamiliar with the language, customs and buys of the countries to which they are it was suggested that a convention called to discuss ways and means of decloping American interests abroad. The chamber, through Secretary Ives,

has investigated the complaint, made by local business men, that the telegraph between this city and Atlantic City favor Buffalo greatly. The rate is rom this city. Mr. Ives wrote to the managers of the Postal and Western I'mon Telegraph companies and in reply received, from the Postal Telegraph company, the information that the Rochester rate was not too high, but the Buffalo rate too low. An adjustment of the rates, the chamber was assured, would not decrease the rate from Rochester, but would increase that from Buffalo.

The following new members, were lected: Benjamin S. Meyer, of Italist, 55 German Insurance Building; \ homas 1. Northway, bicycles and automobiles, ine Company, A. H. Gorsline, president, 5 Oak Street; the Hunting Company bers and steamfitters' supplies, 422 Main Street East: Rochester Show

183 North Water Street; Snow Wire Works Company, A. R. Helmer, secretary, 76-84 Exchange Street.

The secretary was authorized to ex-pend for a page, advertising the desirable features of Rochester, in one of the

The following were admitted to mem-bership in the Chamber of Commerce yea-terday: Benjamin S. Meyer, capitalist, No. 65 German Insurance building; Thomas J. Northway, automobiles and bicycles, No. 94 Exchange street, Rochester Sewer Phys Company, R. H. Gorsline, president, No. 545 Oak street; Hunting Company, whole-DEMOCRAT AND CHRONICL No. 432-438 Main street east Rochester Showcase Works, Smith Sheldon, proprie

ASK GOVERNOR TO VETO BILL

MORTGAGE TAX MEASURE IN LOCAL DISFAVOR.

CHAMBEROFCOMMERCEACTS

Trustees Adopt Resolution Against Bill-Committee of Twenty Asked to Reduce Fire Insurance Rates. Other Matters Acted Upon

At the monthly meeting of the trustees f the Chamber of Commerce yesterday fternoon the following resolution regarding the mortgage tax bill was passed after

considerable decore:

Whereas, The people of this county and city view with apprehension and marm the serious disturbations to real estate interests which would make as the result of the enactment into law of the mortgage lax but have monthing before the frey(nor and are

A short time ago Secretary Ives sent : copy of City Engineer Fisher's report on the recommendations of the National Board of Fire Underwriters, showing that seventy-five per cent, of the recommendato the Committee of Twenty, National Board of Fire Underwriters, and asked for a reduction in rates by virtue of the im-

sistant secretary to the committee; in able and comprehensive analy-ics would be interested. For this we telegraphed for the 500 copies re-o in your letter.

Atlantic City is 40 cents, while Buffalo, nearly a hundred miles farther west, can send a mesage to the New Jersey resort for 25 cents. The Chamber of Commerce, through Secretary Ives, made a protest to the telegraph companies asking for a re-duction of the rate for Rochester. A reply was received from the Postal Telegrap Company saying that the Buffalo rate was too low and that the company intended to increase the tax. This apparently does away with all hope of a reduction for

The trustees yesterday authorized the expenditure of \$200 for the purpose of advertising the city as regards its many advantages. This money will probably b used for the purchase of a page in a maga-

A conv of a letter sout by the Committee for the Promotion of Trade and Manufactures to J. Hampton Moore, chief of bureau, Department of Commerce and Labor, Washington, follows:

bor, Washington, follows:

At a meeting of the committee held yesterday afternoon, April 18th, and after considerable allicinston. I was instructed to write you a letter to the offect that this chamber is in hearty sympathy with every legitimate method to promote the manufacturing interests of this country and to that end suggests that intelligent reciprocity between the country and those countries from which the United States obtains raw material, now produced here or produced in quantities insufficient to meet the demands of our manufacturers, to be taken up as soon as possible and brought to a satisfactory conclusion. chamber also suggests direct and by rapid transportation especially This chamber further believes that i This chamber further believes that i would be advisable in view of our foreign opportunities, to call a convention to dis-cuss ways and means of developing our in

THURSDAY. APRIL 27, 1905. Wire Works company, A. R. Helmer, secretary, No. 76-84 Exchange street.

THE PUBLIC LIBRARY. Interesting Lecture Last Night at the

Chamber of Commerce.

Hereof
An interesting talk was given last evening at the Chamber of Commerce by Dr. James H. Cantield, ilbrarian of Columbia University, whose topic was "The Public Library as an Integral Part of Public and Free Education." Dr. Canof Public and Free Education." Dr. Can-field is an exceedingly fine lecture- and the talk was one of the best given by the Chamber of Commerce this season. President Rhees of Rochester University and A. E. Eastman of the State Library at Albany also spoke briefly. Dr. Can-field was introduced by President Clinton Rogers of the Chamber of Com-

"Solf government in the United States is still an experiment," he said, "But it is the only time in history that it has ever had a fair and decent trial, Our government is nothing but a vast business corporation. We all share in the payment of common taxes and in the distribution of the benefits. We unite in the selection of our judicial officers, we unite in the selection of representatives to make our laws, and we all are liable to make our laws, and we all are hade for the maintenance of law and order. All have something to say about the choice of a president of the corporation. The headquarters of the company is in Washington, and the directors are the Con-gressmen. The states are separate work-

gressmen. The states are separate workshops and all are subordinate to the general welfare of the whole.

"In the history of our country there have been great men, but these are few in number as compared with the masses in the comparison." and cannot be expected to alone upiff, create and strengthen. We must have the co-operation of all, each according to his own strength and ability. "The reason that the nations of the past have fallen has been because inpast have fallen has been because in-sufficient attention has been paid to the masses of the people and to their wants and needs. A leader is of no conse-quence unless he has at his back intelligent followers, and the larger the in-telligence the more desirable the man. The intelligent man is the most profit-

able every time.
"We have accepted this fact and accordine have created the public schools. The state does this because of necessity, for self-protection, as the cheapest insurance for general welfare it can for. Taxes are levied for the schools because the community wants and needs them. We come to it perpetually through necessity because intelligence in the larger life means the safety

"In the years we have leaped into the very heart of the finest century which has ever been. We thought the last century had accomplished all there was to accomplich but before the first year of the new one was over we found our mistake. Accardingly there is even a groater demand for intelligence every day. And we are relying upon the average five years which the public schools given every American bey and girl to furnish this intelligence. "As a supplement to the public school work and to add to the nobility of character, strength of purpose and hope acquired there we have instituted the public library and are thus keeping the test of the ages them to become acquainted with all that

has been.
"We must accept the public library as a great integral part of the public education.
On no other ground can it be maintained.
In reading there is companionship, unlifting, more education and more intelligence
and those who read are better and safer and o valuable citizens. This is the value of a public library."

__ APRIL 27, 1905.

PUBLIC LIBRARY

DISCUSSED THE

ITS PLACE IN SYSTEM OF FREE EDUCATION.

LECTURE BY J. H. CANFIELD

Says Person With Five Years' School ing Finds in Public Library What He Craves-Is Enabled to Make of Himself a Better Cilizen

Dr. James H. Canfield, librarian of Coiumbin University, New York, de an address before the Chamber of try Library Club in the Chamber of Cor merce assembly room last evening, on Public Library as an Integral Part of the System of Public and Free Education," The room was filled with an audience tha instened attentively to what was said. Dr. Canfield arrived in the city yesterday morning and in the afternoon attended the meeting of the Lake Country Library Club that was held in the East Side High School. He returned to New York last night. Members of the faculty of the Uni The beauty

he address. President Clinton Rop of the Chamber of Commerce, was in chair and introduced Dr. Canfield.

"We have with us this evening a graduate of Williams College," said President Rogers.
"Dr. Canfield received his baccalaureate degree in 1868, was made a muster of arts and doctor of laws in 1803 and a doctor of litera-ture in 1902. He built railroads in Iowa and Minnesota from 1868 to 1871, but feiling with-in him tendencies in another direction be-came a member of the bar and practiced law in St. Joseph, Meb., from 1872 to 1877. In the latter year he became professor of his-tory in the University of Kansas, and in 1801 was made chancellor of the University of Nebraskia. Four years have the university of Nebraskia. Four years have the sasumed the presidency of the University of Ohio and in 1850 was chosen librarian of Columbia University. He was cleated president of the Kansas State Teachers' Association sine years afterward. For five years have constant of the Nebraska State Teachers' Association sine years afterward. For five years he was secretary and for one year president of the National Educational Association, of which he is a life director. He is a member of the international committee of the Y. M. . A. and of the American Library Associa-"The average child spends not more than

five years at school, and it is manifestly im-possible for him to learn very much in that short period." said Dr. Canfield. "What he has learned mercly serves to whet his appe-tite, and his desire to know is heightened as he grows older. He has no books of his own, is usually for one reason or another to hav is unable for one reason or another to buy more and the newspapers and magazines that come to his hand do not satisfy his craving. It is true that in some cases he may have access to a private library, but not often enough to make it a general rule. He hears of the public library and finds there the books that his heart craves. He becomes a patron of the library and a student of books. The result is that the boy who with only five years or less of schooling, might have grown into an ignorant man, of no use to himself or the community, is canbled with little trouble to make of himself a highly valuable efficer and to all these for the valuable citizen and to fit himself for the larger events of life. Without the public fibrary such a result in these days of highlyrained specialists is practically impossible The Lake Country Library Club, which attended the lecture, held the first session of its annual institute meeting at the East Side High School at 2:30 o'clock yesterday afternoon. The club includes librarians in all of the counties adjacent to Lakes Eric and Ontario. The meeting now in session is for those in Monroe, Ontario, Wayne, Livrarians Varies and Songer counties and her ingston, Yates and Seneca counties, and be-tween fifty and seventy-five delegates are present. Miss Corinne Bacon, of Albany, present. Miss Corinne Bacon, or presided at yesterday's meeting. There will presided at yesterday's meeting. There will be considered the East Side be a session of the institute at the East Side High School at 9:30 o'clock this morning, when there will be a general discussion on bok lists, the library and the school, economics in library work and books for rural homes. State Librarian Edmunds is attending the meeting. Our word + 6kronic

The Business Men's Petition.
Tensies of the Chamber of Commerce

of Rochester have adopted resolutions condemning the Mortgage Tax bill and asking Governor Higgins to veto it. Their reasons for this action, in brief,

are as follows: The people of Monroe County are substantially a unit in opposition to tax upon mortgages.

The amount to be raised by such a tax is necessarily indefinite, and cannot be relied upon, for a year at least, as a considerable part of the state's

The burden of this tax will fall upon he borrowing classes rather than upon those able to bear it.

The machinery of collection, devised by the bill, is believed to be inadequate and to be mischievous in its operation. Certainly these reasons are ample for

the purpose of justifying the attitude of the petitioners, and among them are to be found plain and sufficient ground for the Governor to veto the bill and to repudiate the proposed policy of taxing mortgages.

If such a tax falls certainly upon the borrower-as it is clear that it doeswhy should anyone defend it? If all other methods and resources of taxation had been exhausted, it would be bad enough to have to resort to this contemptible expedient to meet the expenses of necessity. But many other forms of axation much more simple and fair, have not been attempted by this administration; and the huge annual expenditures which are the excuse for the proposed raid upon the borrowers in this state, are, for the most part, sheer plun-

der and waste. In fifteen years the expenses of the state government have been doubled, Even in the last six years they have been increasing at a frightfut pace. No intelligent and candid person pretends that this increase results from the necessities of efficient administration, Everyone who examines the figures, sees In them the unmistakable evidence of extravagance, wastefulness and graft. In such a policy of plauder there will al ways be pretexts for new schemes of taxatlon. And each such scheme, once it adopted, will serve as precedent other raid upon some fresh class o

Instead of counseling the Governor to defer final decision upon the wisdom of the general policy of mortgage taxation, until a committee should make an exhaustive investigation of the subject and report to him, these officers of the Chamber of Commerce would have shown more consistency by condemning unequivocally the taxation of mortgages, now and in the future, in the proposed manner or any other. The reasons advanced in the petition lead directly to this conclusion. Why the petitioners dodged it and contented themselves with a faltering request for a postponement

of the question, we fail to understand. It is full time that the business men Rochester, and of every other community in the state, awoke to a full sense of the dangers with which the financial policy instituted by Odell has state's affairs. When the old simple and honest system of direct taxation upon real estate was abandoned for the trickster's method of raising revenue by indirect means, the door was opened for all such vicious and inequitable schemes of taxation as the Mortgage Tax bill and its companion-which is already a lawthe Stock Transfer Tax bill. Once the way lay clear for this way of getting "easy money," the carnival of plunder hegan, and the search for new forms of taxation became annually more keen. And as objects of faxation multiply,

schemes of graft increase in proportion. There can be no permanent referm in the conditions which surround legislation and appropriation at Albany until there is a return to the old system of direct, definite and honest taxation, with each taxpayer a watchdog upon expenditure. The sooner business men come to a realization of this simple fact, the sooner the state's reputation for efficient administration will be re-

AGAINST THE MORTGAGE TAX.

The objections to the mortgage tax bil are stated with clearness and force in the preamble and resolution adopted by the Rochester Chamber of Commerce.

This organization not only represents the broad and enlightened business sentiment of Rochester, but ranks high among similar bodies throughout the state and in the city of New York. From all quarters, from communities small and large, come protests against this expedient for raising state revenue. There are serious objections, on general principles, to any mortgage tax. It falls on the debtor through the interest rate which he has to pay, and leaves untouched the more fortunate property owner who is out of debt. Surely no one can claim that there is jussice in such a distribution of the burdens

of taxation. The Chamber of Commerce has voiced public sentiment and business sagacity in pointing out these considerations and in requesting Governor Higgins to veto the measure which has passed the Legislature.

The session is near its close, but not much time would be needed to pass a brief measure providing for a small direct tax which would provide for all necessit pending a general inquiry and report by officials and experts. That would open the way for an intelligent and final settlement of the entire question at the next legislative session. Dr C. 4/28

NO FURTHER CHANGE Further Amendment Would Weaken Proposed Smoke Ordinance.

Public Hearing at Common Council Chamber Before Aldermanic Committees-Chamber of Commerce

to Rally Members. The special smoke nulsance committee of the Chamber of Commerce and the public safety and law committee of the Common Council extend a general invi-

common Council extend a general invi-tation to everybody interested in the soft coal smoke question to attend a public hearing at the Common Council chamber next Thursday evening at 7.30 o'clock when the proposed new munici-pal smoke ordinance drafted at the in-stance of the Chamber of Commerce, will be up for discussion. Printed motices of the hearing will be sent from the Chamber of Commerce to its mem-bers and a large attendance is expected. Promoters of the proposed new ordi-nance in the Chamber of Commerce say that no furthr amendments in the nature of compromises tending to lessen oppo-sition to the measure, can now be made without weakening the force of the law tices of the hearing will be sent iro without weakening the force of the law and making it practically a dead letter. Members of the Chamber of Commerce special committee will be on hand at th earing to oppose any suggestion of further compromise.

In accordance with the protest of engineers and firemen, the original draf-

extravagance, to be paid for by me indirect tax.

> ly report of the Health Officer emphasized the fact that pulmonary diseases were promoted and greatly aggravated by the smoke evil, which, it cannot be denied, is an important factor in determining the mortality rate

President Rogers of the Chamber of Commerce, has drafted an ordinance, after thorough deliberation with the business men of the city, many of whom the ordinance will directly affect, and it has no features to which there can be reasonable objection, except possibly that holding stokers responsible for the imperfect combustion in the furnaces they tend. But there is no reason why this objection cannot be disposed of satisfactorily without procrastination.

It is altogether likely that as soon as the ordinance is passed, there will be no delay on the part of manufacturers and other business men in putting in smoke-consuming devices, even though the ordinance will not be operative for a year so as to give them plenty of time to conform to it by making changes in their plants.

It has been plainly demonstrated by those who have studied the question of smoke abatement that it is really an economy to use smoke consuming devices. It is said that the consumer employed by the Pfaudier company-whose plant, by the way, is outside the city where only the consideration of economy would be likely to influence a manufacturer in using a smoke consuming device-reduced the smoke waste 98 per cent. This means a large saving in coal. Fully understanding this, it is not likely that the other manufacturers will hesitate long about making a change in their plants, with the further stimulating realization that they are under legal obligation so to do. The ordinance will get them started without delay, and it will be particularly valuable because it will forcibly make each and every one of them realize that he has a public duty

original draft at the hearing.

The special Chamber of Commerce committee is composed of F. A. Stecher, William C. Earry, F. S. Sherwood, Charles L. Griffith, A. T. Hagen, Walter W. Powers, E. T. Miner, G. W. Hamm.
All of these have installed smoke consucrets to bundlugs owned by them. All of these have installed smoke con-sumers in bunddings owned by them. They believe that the appliances not only abate smoke but also result in marked saving of coal. President Clin-ton Rogers, of the chamber, told a Post Express reporter this morning that fur-ther investigation had shown that there uited to every kind of boiler in exist

ence.

The smoke ordinance, as amended, declares the emission of dense smoke from a chimney or smokestak to be a public nulsance, and that any owner, lessee, person or corporation permitting such emission shall be deemed guilty of violating the ordinance and shall be subject. lating the ordinance and shall be subjected to a fine of not less than \$10 nor more than \$50; it permits the court to construe violations upon separate days as separate offenses. A default in pay-ment may subject the person convicted to imprisonment for a period of not to to imprisonment for a period of not to exceed one day for every dolar. The fourth section provides for the appoint-ment and duties of smoke inspector who shall have power to enter boiler and furnace rooms to investigate conditions Detroit and Minneapolis.

The Smoke Nuisance. 1 | 05

The Syracuse "Post-Standard" co mends the anti-smoke ordinance that is soon to be adopted by the Comm Council of this city on the recommends tion of the Chamber of Commerce, and after giving its provisions says:

We have a smoke ordinance in Syracuse, a rather lame and impotent affair, which forbids the smoke nuisance without creating any machinery for doing away with it or providing any penalty for disobedience. What Mayor Fobes has been able to do by way of reducing the nuisance in Syracuse he has done by moral suasion, by appeals to the levalty and public spirit of proprietors, and by efforts to create a public sontiment which shall make a stringent ordinance unnecessary.

In discussing the ordinance our es

teemed contemporary omlts one point of the utmost importance-the fact that I requiring the use of smoke-cor no hardship or injustice is inflicted upor business men, for it is absolutely cer tain that smoke-consumers save fuel enough to pay for themselves in a short time. Formerly this was not so, and a drastic smoke ordinance if rigidly en forced had a tendency to hurt business or discourage the erection of new man ufactories. During the past year, when there was no anti-smoke ordinance in this city, some of our largest of the largest commercial buildings in

of the law has been amended, making only the owners and lessees of buildings responsible for a violation. Some of the more zealous upholders of the movement for the abolition of the nuisance, think has the law too to the them cannot be recorded as a very state of them. of the law has been amended, making economy's sake. Under such circumthat this is a step too far in the direction of compromise and will advocate the

WILL WORK FOR A RECORD TAX

Chamber of Commerce Sends Representative to Albany.

OPPOSITION TO PRESENT BILL

But Financial Interests Would Not Object to 2 1-2 Mill Tax When Mortgage Is Put on Record.

John M. Ives, secretary of the Cham ber of Commerce, has gone to Albany to-day, as representative of the member ship of that organization and other fl nancial and business interests of the is of other cities of the state in protest against the amended mortgage tax law which Governor Higgins has arranged to have reintroduced in the leg slature to-day, and to ascertain whether will be possible to formulate a satis-"record tax" bill.

n explaining Mr. Ives' mission to Post Express reporter this morning, F. Garfield, one of the vice-presiden t the Rochester Chamber of Commercial providing for a five mill yearly mortgage tax, would be satisfied with a two and a half mill exacted when the mort-gage is made a matter of record, the instrument to be forever afterward exempt from all taxation of any kind. It is with a view of finding out whether such a measure can be substituted and passed in place of the bill to be intro-duced to-day, that Mr. Ives has gone to Albany. Among others in Albany ny on the same mission is Edward Van Ingen, of New York City, representing state and particularly of New York

This mortgage tax matter has played farfield. "Men with money absolutely of use to loan it out with the prospect of a five mill tax staring them in the acc. The new bill that Governor Higgins has sent back to the legislature is exactly the same, for all practical pur-poses, as the one that came to him after passage through the senate and assembly. The only changes are minor ones with a view to preventing an attack upon the constitutionality of the measure after it has become a law.

little if any opposition even if it were

No Reason for De ay of the Smoke Ordinance. Construction of the Smoke Ordinance of the

The trustees of the Chamber of Cone at their last meeting adopted a resolution protesting against the mort-gage tax bill as at present formulated and proposing that the governor should the general subject of state taxation and "with a view of making the ta laws more equitable, consistent and stable." The governor was urged to vote the mortgage tax bill and awalt the re-sult of an inquiry like that outlined, A conference with the legislat ttees in charge of the bill will be by the business men. May 2/05

NEW MORTGAGE TAX BILL IN

It Corrects Unworkable Features of First One.

RETAINS OBNOXIOUS FEATURES

Notable Among These Is the Clause Excepting Loan Association Mortgages In Amounts Under \$3,000.

From a Staff Correspondent,

Albany, May 2 .- Just as has been preicted in the Post Express, the senate ommittee on taxation and retrenchmen asi night reported a substitute morigage tax bill.

There is no doubt that the governor's egal adviser, former Senator Culbest W. bound, has advised him that many of the dministrating features of the mortgage: ax bill now in the hands of the governor unworkable and the substitute bill

tims to correct those defects.

But the committee has not eliminated y of the obnexious principles of the mortgages except loan association rtgages in amounts under \$3,000 thus eating a class of exempt money lo

axation and retrenchment last night. lined to The Post Express corr nt the salient features of the new bill

The first change of consequence is exemption of loan association mortages from the operation of the tax here such mortgages are given to se-ure the payment of not more than three nonsand dollars on any parcel of resi-

nee property.
The bill now provides that on all origages recorder after July 1st, inad of June 1st as in the former bill tax provided in the bill shall be posed. This amendment makes it not sary to set in motion the machinery the collection of the tax until July, 906, and makes the bill in effect to pro-ide only for the recording tax for the st twelve months of its operation. Afr July 1st, 1906, the annual tax provided in the bill will become due and paye on all mortgages recorded prior to

provide that the statement shall be iding upon the mortgagee only after mortgage shall have been delivered to

d accepted by him,

I. To meet the criticism that the tax uld be entered during the period from July 1st to October 1st, an am mortgage tax may be paid at any ne after 9 o'clock a. m. of the 1st day

e between 9 o'clock a. m. of July is and the date upon which the estimated ax on any mortgage shall be finally es-ablished, proceedings may be commencd for the correction of any such tax.

nd, it is believed, furnishes a better vision for the collection of the tax section in the previous bill The language employed in the form hould be conclusive evidence of the acts stated therein, has been changed so

as to make such appeals conclusive only against the appelant and those claiming through or under him. Appropriate language has been in rted in section 206 to provide for the turn to the party entitled thereto of surplus moneys arising from the sala the mortgage security

9. An amendment has also been pro-ded to the language of section 396 uner which any county treasurer or the hamberiain of the City of New York an become a purchaser of any securi-ies sold for the purpose of enforcing

10. Section 307 has been amended so as

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to provide that nortgages shall be held to be usurious and void only when it has been made to appear that there has been a contract or agreement between the parties that the mortgagor shall pay the

clared that no court should interfere by injunction or otherwise, and that no review of certiorari or otherwise should be had, has been stricken out and an, sendment inserted that no action shall and collection of the tax until after a veview or decision by the State Board Tax Commissioners as provided for this act.

CHAMBER OF COMMERCE

President Rogers Has Issued Notice of Public Hearing on Smoke Question To-Morrow Night.

ces relative to public hearing on the que Dear Sir-There will be a public hearing bear Sir-There will be a public hearing before the public safety committee, at the Common Council chamber, City Hall, on Thursday, May 4th, at 7:3) p. m., of those interested in the ordinance for the prevention of dense smoke, now before the Common Council.

Some opposition to this proposed nance will undoubtedly develop and I de-sire a large representation of the leading suslaness and professional men of the city to be present at the hearing to give sup-It is confidently believed that if the pul

ce that it will be passed by the common Council.

I hope, therefore, you will make an e

pecial effort to be present at the hearing Very truly yours, Clinton Rogers, President.

To Discuss Smoke Ordinance.

Chairman Kenealy has called a joint lecting of the public safety and law minittees of the Common Council for :30 o'clock to-morrow night, to discuss the proposed new smoke ordinance. Thi ordinance was prepared by Presiden Rogers of the Chamber of Commerce. The committee will draw up a report to present at the next board meeting.

Yesterday the senate passed another bill taxing mortgages-substantially the old bill with amendments to meet criticisms upon its administrative features, gages under \$3,000. Why this exempvice, by what cunning subterfuge can it reason for the exemption except a politithe opposition of voters who belong to voters who have money on deposit in savings banks? Why exempt loan association mortgages under \$3,000 and tax all eavings bank mortgages? In each ease it is the money of the frugal man of moderate means that is loaned, and each ease it is the frugal man of moderate means who borrows-men who are trying to pay for their homes. The exemption means an unjust discrimination that the original bill was very defec the public opinion of the state, blunwere doing. But if they blundered in

per spiratory by week with did and

WORK ON THE BARGE CANAL

Started in Monroe County ip Two Weeks' Time.

PILTSBURG CONTRACTOR ARRIVES Posti Coms hay 411900 In Consultation With State Engineer Re garding Preliminaries-Two Years to Complete Two and Half Miles.

Barge canal construction work will be retually started in Monroe county in two weeks' time,

Contractor F. A. Maselli, of the firm of F. A. Maselli & company, of Pittaburg, is in Rochester to-day in consultation with the western division state engineer, A. J. Rockwood, arranging the colliminaries for the beginning of operations on what is known as contract 6; for the construction of 3.28 miles of new canal from a point on the Buffalo road t Lincoin Park to a point near South creece. The preliminary estimates of the State Advisory Board of Canal Engincers for this work was \$1,588,912. The icts, and are

Maselli & company, the lowest bidders, for \$1,010,000, more than \$500,000 below the estimate.

The first shovelful of earth in the con-struction of the greater waterway was thrown up at Fort Miller last week. Mouon of being the second locality selected withe starting of operations. Maneill & c. are to take advantage of the latest ma-binery for this immense public work, and for this reason the number of men to b

his firm had just finished the construction of sixteen miles of the Western Alleghany reflected, and the immense plant established or that work will be moved here at once r barge canal operations. Mr. Maselli dimales it will require a little over two be line of the new canal because of th large amount of rock excavation to be made. Mr. Maselli told the reporter this morning that there is 630,000 yards of dirt and 1,360,000 yards of rock to be turned up The contractor says that two weeks fro work preparing embankment. Five weeks later a two-steam-shovel outfit will be put cration separating the dirt from the Seven months after the actual start ing of work, an immense cantilever system for excavating rock will be rigged up. M: asolli says that it will take a year and ance of the work, he will give it his perhome for the next two years and will move

Under the provision of his contract with the state, Mr. Maschi has three years in which to complete the work. He is theroughly familiar with the ground. Before proparing his bid, he came to Ruchestel and camped out for two weeks on the line The work on contract 6 will be under the conoral supervision of Engineer & T. Keith outh side of the Buffalo road, one hundred esidency there are an assistant engineer, no teveler, one rodman, one chainman and ne taborer. Theophilus Beaupre, of Buf-olo, is watchman.

The Eric canal opened for its first season f navigation at moon to-day. Several outs that have been laid up here for the yet chough water in the level for heavily or the Monroe county section assembled at the weightock this morning for their eredenliads and were at their posts at the moon hour. It is reported that a large number of boats leaded with grain out out from

THE UNION AND ADVERTISER

FRIDAY, MAY 5, 1905.

OBJECTS TO SMOKE ORDINANCE

Mr. Hathaway Urges Common Council Committee to Go Slow.

Appears Before Aldermen in Behalf of Several Local Manufacturers - Another Hearing to be Given.

Many Business Men Speak in Favor of Proposed Law to Abate Smoke Nulsance-Say Consumer is Success.

Mr. H. B. Hathaway appeared before the law and public safety co of the Common Council last night to make objection to the passage of the smoke ordinance drafted by President lingers of the Chamber of Commerce. Mr. Hathaway stated that he represent-ed a number of loca! manufacturers who were opposed to the law and would later

present a signed remonstrance.

He stated that the manufacturers had not known of the meeting last night and urged the committee to give anothe at which all could be present Mr. Hathaway claimed that he had made two attempts to operate automatic stokers unsuccessfully and claimed that if the ordinance was passed it would drive factories and business plants out of the cky. He read articles from sevgiven he would bring a number of manufacturers to testify concerning their experience with the device.

After the hearing was closed the comittee went into executive session and decided to give another hearing on the smoke ordinance, as requested by Mr. Hathaway, on Tuesday night, May 16th. At this time an effort will be made to get

Mr. Hathaway was the only one presproposed law. Frank A. Stecher of the his views and said :

"Moved by my experience with reference to smoke, I will back Mr. Rogers in any effort to prevent the smoke nul-sance. I helieve it can be done without the city and I believe the adoption of city at large. The injury by smoke is not alone to buildings, but to merchan-dise in stores. This injury amounts to thousands of dollars every year.

Twenty-five years ago we put up a building on St. Paul street. We were driven out of this building by the smoke nuisance. In our new building we put in a smoke consumer and we have been greatly benefited thereby. We have made a saving of from 10 to 18 per cent. on our fuel bills.

"I believe the time is ripe for this or-dinance. Smoke consumers have been greatly improved. They will save coal enough to the large factories to pay for their cost and will give greater results in power with less expense. Flats and small storekeepers took up the use of soft coal during the coal strike. There is no need of using soft coal now and it should be stopped. I invite the commit

A. T. Hagen said the automatic stoker did away with the smoke nulsance and also saved fuel. He said the city must do something to abate the smoke evil.

William C. Barry presented an argument for the ordinance. He said: "Like all citizens, I am interested in the city's welfare. I should like to see the smoke nulsance done away with, if It is possible. There is a difference of opinion as to how it can be done. We should compare notes on the matter and then act. Rochester is known the world of the world. The smoke nulsance should not be allowed to mar it.

"I know from my experience that there are devices now in use by which the smoke nulsance may be abated without great expense. The profit side must be considered, because of business competition. Some say they cannot conduct their business successfully if they use coal of the highest quality, but I think hat all may be treated fairly. We ask he Common Council to see if it is not ossible to arrange the matter so that the city may sustain its reputation for

beauty and also retain its factories "Whether we are large property owners or small ones we cannot afford to stand off in this matter. We must join hands for the right if we can see it. one man or twenty men can do this thing, but if it is right every citizen should say, We will do it. The time has ome to make a serious attempt to abate to consume great quentities of coal, are no criterion for us. We should say that tochester will be at the head of the pro-cession and do our utmost to accomplish

President Rogers of the Chamber of Commerce said the ordinance would work no hardship. He said the use of automatic stokers made a saving of 17 per cent. In fuel and railed on a ber of engineers in manufacturing plants nealy asked if the device could be apiters. Mr. Rogers said that he knew of we of these boilers which were equipped John A. Leathers, chief engineer of the

Powers building, said he regarded the de buildings," I will say," he continued, "that we can use an inferior grade of oal, siack, and get 30 per cent, more efficioncy than we can with mine run except for a minute while the fires are ers in the Powers building. For this we get increased efficiency with a chear rade of coal. We make a saving of 16 to 18 per cent, in the fuel "A smoke ordinauca would not drive

glad to put in smoke consumers when they know the saving accomplished." C. A. Dunham, chief augmeer at the Bausch & Lomb optical plant, said: "I and give perfect combustion. My experthey would be a help to any manufacturer using soft coal. When there is black smoke going into the air it means that smoke going into the air it is contained in a contain being wasted. We put in a contain being wasted. We stoker for a 250-horse-power boiler. We tested it for eight hours and found an increase of power and a saving of 17 1-2 per cent. in fuel. Our boilers with stok-ers pay for the device every day. Come

and see them." The chief engineer at the Sibley, Lindsay & Curr buildings said: "We burn soft coal and our neighbors make no

tomatic stokers for several years.

Rev. William R. Taylor D. D., made a slea for the proposed ordinance. He his matter. I have listened to the state-nents of practical men. I do not think here is any doubt of the ordinance beng passed if it will result in the saving

cents and character an hour find covered with smut we have to pay cents from our pockets to get them undered. It is like taking that money om our pockets and putting it into the sckets of the men who own the plants at throw out the fith. The extra excesse of laundry work is a great hard. of laundry work is a great hardo thousands of people in this city, my women do their own house-They have to keep their home nd children clean. The extra toll oused those poor women by the clouds f black smoke floating in the air is a ruelty. Smoke is a refuse similar to rbage. We spend thousands of dolrs to take care of garbage and ashes.

a have no more right to pour this approus filth called smoke over our ighbor than we have to dump ashes ies Surgent and others also spoke

MAY 5, 1905.

HERALD, FRIDAY.

SMOKE NUISANCE Abatement Ordinance Favored

by Manufacturers.

SOME OPPOSITION DEVELOPED

I. B. Hathaway Declared That Two Attempts on His Part To Operate Automatic Stokers Had Failed-Quoted Articles by Experts To Show Plan Was Impractical.

enactment of the proposed smoke ordi-nance at the public hearing on the ordinames, which was given by the Law and Public Safety Committees of the Com-mon Council last night in the council nairman of the Public Safety (

Mr. Hathaway said that the manufacfore next week. He had come to repr Hathaway read a section of the by-laws of the Chamber of Commerce, which state that the chamber shall always work in the best interests of the indusries of the city. He claimed that two

From scientific journals Mr. Hathaway he said, tended to show the impract bility of endeavoring to abate th smoke nuisance by means of stokers. Further he claimed that a smoke ordinance, as drastic as the one proposed, had been on the statue books for 35 years and had not been enforced. Connuing Mr. Hathaway advised the spe ial Chamber of Commerce Committee, shield was present, to "go slow." He sked for an adjourned hearing, which said would be attended by many mar gures to show the ordinance was not nitable to the needs of the smoke sit tion. These arguments, he further ntended, would be backed up by a reoastrance, signed by a large number prominent manufacturers, Mr. athaway contended that the engineer a held liable. Therefore he favored th

of immediate action. He argued that th tended to make any. From a book he read portions of reports of health officers in several cities, which showed a vast inprovement in the smoke problem, after the enactment of a smoke ordinance. In support of his contentions Mr. Rogers offered a letter from Lucius A. Robinson, general manager of the Buffalo, Rochester & Pittsburgh Coal and Iron Company, who claimed the automatic stoker was a success and resulted in a big saving in fuel.
"I don't think the manufacturers Mr.

Hathaway represents, should feel they should be given another hearing. I feel they are asking for a thing you ought not to grant," explained Mr. Rogers. "They have had as much time as we to

Several prominent manufacturers and hiof engineers of many plants were in-roduced and gave their views William 7. Barry was strongly in favor of an C. Barry was strongly in favor of an abatement of the smoke nulrance. Per-

Rev. William H. Taylor, D. D., pastor of Brick Presbyterian Church, also spoke enthusiasticially in favor of the enact-ment of some measure which would abate the smoke nulsance. Personally he felt that every fair minded cilizen and manufacturer in the city would sid in a movement of this sort if it could be shown to them that it would not result in a financial loss. The hardship imposed on the wage earning public, through the enforced payment of large laundry bills, actment of an ordinance to abate the smoke nuisance. The tribulations housewives on washday were also cited by Dr. Taylor as nother illustration of the urgent need of such an ordinance. F. A. Stecher of the Stecher Litho-

graphic Company, Chief Engineer Jones of the Pfaudler Company, A. T. Hagen of the Star Palace Laundry; J. H. Leath. rs, chief engineer of the Powers block Frederick Sherwood; Charles W. Dun-ham, chief engineer for Bausch & Lomb; G. A. Vinton, chief engineer for the Sibey, Lindsay & Curr Company; Phillip Yawman, of Yawman & Erbe, and James Sargeant also spoke in favor of abating the smoke nuisance. All described the success resulting from the use of automatic stokers, and each declared that a remarkable saving in coal from 12 to 18 per cent resulted from the use of stokers. Many statistics were furnished by the

speakers to substantiate their clair ening to the arguments both sides the council committees went into executive session. Afterward it was announced that the final public hearing on the smoke ordinance would be held a week from next Tuesday night,

ANTI-SMOKE LAW WILL BE OPPOSED

SPECIAL HEARING ASKED BY PROTESTANTS.

STRONG SUPPORT MANIFEST

Many Well-Known Men of the City Urge Adoption of Ordinance Prepared by Chamber of Commerce Committee, Now Before Council

Prominent men of Rochester appeared before the Law and Public Safety com-mittees of the Common Council last night in the Council Chamber to give their opin ions on the utility and practical benefit of the proposed anti-smoke ordinance intro-duced by Alderman Westbury, of the Third ward, at the instance of the Cham-

Alderman Kenealy, of the Second ward, opened the meeting, and called on President Clinton Rogers, of the chamber, to marshal the speakers in favor of the or-dinance. It was soon demonstrated that a'l but one of the men present favored the dinance. The one dissenting was Henry

of the city had not known of the bearing and were not ready to present their side of the case. He asked the committee to grant another hearing a week hence, at which he promised to present a petition, signed by many manufacturers, for the defeat of the ordinance, and to submit statements to prove that the adoption of the ordinance would work hardship to many

and crive factories out of the city.

At the close of the meeting the committee went into executive session at agreed to hold another hearing on May 16th. Women interested in the subject

Lithographic Company. He said:

"Moved by my experience with reference to smoke, I will back Mr. Rogers by any effort to prevent the smoke nuisance I believe it can be done without loss to the manufacturing interests of the city and i he a benefit to the city at large. The in-jury by smoke is not alone to buildings, but to merchandise in stores. This injury amounts to thousands of dollars every

Saving the Fuel Bills.

"Twenty-five years ago we put up a building on St. Paul street. We were driven out of this building by the smoke autsance. In our new building we put in the smoke autsance. The our new building we put in the smoke hear greata smoke consumer and we have been greatly benefited thereby. We have made a saving of from 10 to 18 per cent, on our

"I believe the time is ripe for this ordinance. Sinoke consumers have been great-ly improved. They will save coul enough to the large factories to pay for their cost and will give greater results in power with

William C. Barry presented a practica argument for the ordinance. He said:
"Like all citizens, I am interested in the
city's welfare. I should like to see the re notes on the matter and then act Rochester is known the world over as one of the most beautiful cities of the world. The smoke anisance should not be allowed to mar it.

Nuisance Can be Abated.

"I know from my experience that there are devices now in use by which the smoke nuisance may be abated without great expense. The profit side must be considered, because of business competition. Some say they cannot conduct their business convergence of the conduct their business and the conduct th ness successfully if they use coal of the highest quality, but I think there are de vices by which the smoke nuisance can be abated. This ordinance was prepared by the Chamber of Commerce Committee. The aw is asked for, that all may be treated fairly. We ask the Common council to see if it is not possible to arrange the matter so that the city may sustain its reputation for beauty and also retain its fac

"Whether we are large property owner or small ones we cannot afford to stand off in this matter. We must join hands for the right if we can see it. No one man or twenty men can do this thing, but if it i right every citizen should say, We will do it. The time has come to make a serious attempt to abate the smoke nuisance and make a very great improvement. Large cities, obliged to consume great quantity of coal, are no criterion for us. We should say that Rochester will be at the head of the procession and do our utmost to accomplish our object."

Clinton Rogers said the smoke nuisance could be abated without working hardship to the manufacturer, large or small. He said the use of automatic stokers made: saving of 17 per cent, in fuel and called FRIDAY. MAY 5, 1905, man Kenealy asked if the device could be applied to what are known as porcupine boilers. He answered in the affirmative Mr. Rogers said that he knew of two of these boilers which were equipped with

Testimony of an Engineer.

and get 30 per cent, more efficiency than we can with mine runcoal, hand fired, little smoke. Our chimneys are closely

watched and no smoke appears except per

haps for a minute while the fires are being cleaned. An expense of \$1,000 was

neurred in putting the automatic stoker

the Powers building. For this we get

increased efficiency with a cheaper grade of coal.. We make a saving of 16 to 18

per cent, in the fuel.
"A smoke ordinance would not drive out
the manufacturers. They will be glad

put in smoke consumers when they

now the saving accomplished."

Mr. Leathers read the result of a test

of the hand-firing method as compared with the automatic stokers, which bore

or his statements. He invited the con-nities to inspect the device used. Frederick A. Sherwood, of South Good

an street, was the next speaker. He sal

he could not give results with accuracy, as

a test as to saving had not been made. He knew the stokers could be applied to both large and small boilers. "We now have no smoke through our

chimneys except while the fire is being cleaned," he added. "We installed the de-vice to stop the complaints of our neigh-

bors about the dense smoke. Now we hear

no complaints. Our engineer says there is

a great saving in the coal bills by the use of the device."

Help to Manufacturers.

coal and give perfect combustion.

C. A. Dunham, chief engineer at the Bausch & Lomb optical plant, said: "I am interested in devices that save

experience with mechanical stokers is that

going into the air it means that coal is being wasted. We put in a stoker for a 250-horse power boiler. We tested it for eight hours and found an increase of pow-er and a saving of 17½ per cent. in fuel.

Our boilers with stokers pay for the device

every day. Come and see them. There is no question that the smoke nuisance can be stopped and money saved by the manufacturers. I often wish I could go into

factorers. I often wish I could go into twenty of the big plants in this city, at-rack the stokers and put the savings re-sulting it one year into my pocket." The chief engineer at the Sibley, Lind-say & Curr buildings said: "We burn soft coal and our neighbors make no complaint. We have an 800 horse-power boiler equipped with auto-matic stokers."

Mr. Yawman, of the firm of Yawman

& Erbe, said his firm had been using the

automatic stokers for several years.
"We have no complaints from our neighbors," he said. "We think the stokers prevent a great deal of black smoke coming

from the chimneys, because the smoke is burned. Before we put in the stokers we made a lot of smoke, but now we have

practically no smoke. It is necessary to have an ordinance to prevent black smoke

James A. Leathers, chief engineer of the Powers buildings, said he regarded the de-vices as economical. "In regard to the smoke consumer and stoker used in our Members of Educational Union Want Smoke Ordinance. buildings I will say," he continued, "tha we can use an inferior grade of coal, slack

DECISIVE ACTION IS TAKEN

They have to keep their home and children clean. The extra toil caused these poor women by the clouds of black smoke float-

ing in the air is a crucity. Smoke is a refuse similar to garbage. We spend thousands of dollars to take care of garbage and ashes. We have no more right to pour this vaporous filth called smoke over

ur neighbor than we have to dump ashes on his doorstep."

James Sargent said he had been using a

smoke consumer for eighteen years. He had forty or fifty patents on one. He had been lighting against the smoke nuisance alone for years. "I am glad to see that the Chamber of Commerce has changed its wind," he said, "I have used stokers on my own buildings for fifteen years and I know they saye 15 per cent, of the fuel."

Mr. Hathaway said the original ordi-

nance was copied from ordinances in ef-fect in some cities. The ordinance had been amended to relieve engineers of re-sponsibility for violation of the law. The

engineer is the one who is primarily to biame for the production of black smoke, said Mr. Hathaway, because it shows he does not know how to feed the fires or else

Clinton Rogers declared that many cities had smoke ordinances in effect and that they worked well. He named Syracuse,

Buffalo, Milwaukee, Chicago, Cleveland and St. Paul and read reports from the

ing that the ordinance was a benefit to their city. Democrat - Chronic,

HERALD. SATURDAY.

MAY 6, 1905.

WOMEN EMPHATIC

tries to save his own labor.

Committee of Ten Appointed To Attend Hearing Before Common Council Committee - Other Means of Securing Law Considered - Susan B. Anthony is on Committee.

About 75 of the members of the Wom en's Industrial and Educational Union gathered in the Assembly Hall of East. High School yesterday afternoon to attend the thirteenth annual meeting and election. The principal feature of the meeting was the action taken relative to the smoke ordinance now pending b fore the common council. Not only did the women decide without discussion to take up the matter and bring all the influence at their command to secure the passage of the ordinance, but they ap-pointed a committee of ten to attend the next Aldermanic hearing and urge the matter upon the attention of the mem-bers of the committee from a woman's

After a very little deliberation it was the arguments of the committee, as well as other people who might be present to urge the passage of the ordinance, they were given the moral support of the whole organization and it was voted that all the members attend, and extend urgent invitations to other women to ome with them. The hearing is to be

It was evidence of the unanimous ser timent of the members in favor of the passage of a smoke ordinance that as soon as the motion was made it was passed without a dissenting voice and discussed afterwards. No one seemed to think of discussing the matter until after it had been shown that it was the

unanimous sentiment of those present that the ordinance should be passed. The only instructions given the committee of ten were to call the attention of the members of the common council committee to the various reasons why the women of the city demand the batement of the smoke nuisance. These casons, as stated at the meeting, are hut the smoke makes necessary an uneasonable amount of house cleaning and scrubbing, as well as laundering and also affects the throats of the children

and increases tubercolosis. "It has injured my carpets so they are practically ruined and in a short time till have to be replaced" said one housewife, "The way it affects things at my house is as unnecessary as it is refeulous." echoed another, "We scrub all the time and cannot keep our win-lows clean, and the children get a great leal dirtier than they ought to, while their clothing gets dirty much quicker

less expense. Flats and small storekeepers took up the use of soft coal during the coal strike. There is no need of using active coal new and it should be stopped 11 to consumer in use at our factory."

A. T. Hagan said that he was of the major that the was of the way clear to do something in this matter.

There is no thing more cloquent in regard to this matter," aid Mrs. William A. Majornery. "than he dispersed because the way clear to do something in this matter."

There is nothing more cloquent in regard to this matter," and Mrs. William A. Majornery. "than he dispersed because the subscited furnation of the complete the way clear to do something in this matter."

of practical men. I do not think there is any doubt of the ordinance being passed if it will result in the saving of fuel.

"When we come downtown with clean collars and cuffs and after an bour find them exerced with several w kept clean for one day."

Among the means devised to secure the passage of the ordinance was an appeal on the part of each of the women to their husbands to appeal to the Aldermen from their wards. The cry that it will injura hem covered with smut we have to pay them covered with smut we have to pay 6 cents from our pockets to get them laundered. It is like taking that money from our pockets and putting it into the state of the men who own the plants the throw out the fifth. The extra expense of laundry work is a great hardship to thousands of people in this city. "Many women do their own housework. They have to know their own housework. business, said one woman, is 5 bogie. Cleveland has more factories than Rechester and is getting more, although it has a smoke ordinance and it is rigidly en-

The committee appendix William Eastwood, chairman; Mrs. Charles Fitz Simous. Mrs. Edmund Lyon, Mrs. Henry Danforth, Mrs. Joseph T. Alling, Henry Danforth, Mrs. Joseph T. Alling, Mrs. Charles W. Dodge, Mrs. Howard L. Osgood, Mrs. Arthur Castle and Miss Su-

san B. Anthony.

The first business to come before the ting, at which the president, Mrs. W. A. Montgomery presided, was the rop of the secretary, Mrs. F. F. Dow, and of the treasurer, Mrs. Hopkins. The latter showed that the receipts during the past, year had been \$1,963.80 and the disbursements \$1,063.96. The reports of the various committees were received. That of the eduational committee was rendered by Mrs.

H. B. Hooker, who said in part:
"In this dynamic age one tremendous force is not properly reckoned with. This is the enthusiasm and activity of the ch dren. Through the obtuseness, neglect and misdirection of the powers that be. It becomes destructive where it might be ere tive-a nuisance when it should be a ble wonderful things accomplished is demon itself, until now it is a problem of prosperity. Our flower industry is an illution of what can be achieved if you com-mence young by simply turning the irrepressible activities of an army of school

vidual exhibits in our flower show, repreenting every school in the city, besides antitles of flowers from the school yards. ur problem of prosperity is that there is place in the city large enough to hold the flower show next year. We are considering dividing it up among four or more chools located in different sections of the city, and giving ribbons instead of material

"One project very near to the hearts of at least one of our members is securing the ground occupied by that disreputable and dispidated row of buildings near the weigh lock on South Avenue and turning it ov to the Park Board for a children's play-ground. Mrs. Hogle has been enthusiastic about bringing this to pass and the Y. M. C. A., Play Ground League, Eoard of Health, and nearly all the associations for good air in the city are ready to help." Mrs. Porter Farley road the report of the vacation school committee. It was very gratifying and showed a marked progress this line of owrk. The report showed that during last year there was an average attendance of about 500. It also showed that last year twelve teachers were employed in addition to three who volume teered their services.

Mrs. Joseph T. Alling gave a report of the work of the legal protection committee during the past year. The year, she said, was an unusually busy one. When the committee commenced its work comptaints of better understood fow and there are cor sequently fewer complaints. During the past year twenty-six new cases were pre-sented for investigation, five of which were found to be groundless. Of the remainder thirteen were placed in the hands of law-yers and these seemed to be in a fair way of settlement without recourse to the law. Mrs. Dodge presented the report of the social committee and Mrs. Lewis Bigelow that of the lecture committee,

Mrs. Montgomery's annual address was of considerable interest. She said in part: "There is no sort of good cause that cannot be brought close to the people of our city by education. I wish to mention a few reasons why we need a new building in Rochester which will be dedicated especially to the uses or women. Women are always happiest and at their best in a home In the increasing complexity of city life there is need of a building which will serve as temporary headquarters, where rooms can be hired for quiet entertaining and here shoppers from out of town can rent room for the night. There are many casons why the opportunities offered by a women's association building are becoming more welcome. They have been tried and work successfully in New York, Chicago, because Detroit and other big cities.

of the good work which is being acc plished in Boston by the various depart ments in the woman's building. She also said she understood that Mirror Hall is to be cut up into offices, and if this is so. it made it all the more desirable that a which women would feel at nome, should

be erected.

After the president's address, the meeting adjourned and the members went to the basement of the building, where refresh

If the women of Rochester love clean linen and want their city saved from the injury that the continued use of soft coal without smoke consumers will work, why do they not throw their influence in favor of the ordinance prepared by the Chamber of Commerce committee which will be presented for discussion at the next meeting of the Common Council The housekeepers of Rochester ought to swarm at the meeting and raise their

*

not do away entirely with the smoke evil, will at least mitigate its power of defiling and destroying. The time is at hand when people will want to be out of doors on their verandas and in their gardens. What comfort can be m a veranda blackened with the soot blown from big manufacturing plants The domestic work problem is one that is harrowing the housewives of the coun-try. It is impossible to get the neces-sary help that will enable them to keep homes clean and to provide clean cloth ing for their families. The soft smoke nulsance contributes to the perplexity of the situation. Time and again is a washing put on a line in Rochester after all the labor of rubbing and starching the articles have to be taken down process of cleansing is gone over again. rtains, carpets, wall paper-everything the house, suffers from the smoke The women should protest loudly against it. If proprietors will not of their own accord use the appliance that will consume the smoke and scot, they ought to be compelled to do so. Many cities have smoke ordinances in effect and they work well. Beautiful Rochester cannot

THE ANTI-SMOKE LAW HEARING.

to the proposed anti-smoke law has been developed. For some time no word of rebefore the Law and Public Safety Committee of the Common Council Friday evening Henry B. Hathaway interposed an objection to immediate action, declaring that the manufacturers did not know of the hearing and were not ready their to

Mr. Hathaway, therefore, asked for another hearing, and the committee decided to hold another meeting on the subject on May 16th.

So far as we have observed, Mr. Hathbeen heard publicly objecting to this imtainly cannot be attributed to secreci concerning the proposed ordinance, since it has been discussed publicly by the Chamber of Commerce and extensively in all the newspapers.

However, the testimony given at the hearing Thursday evening by men who have had positive knowledge of and experience with smoke consumers, showing both the effectiveness and the profit of those devices, leaves no question as to the result. There can be no excuse for a failure to pass the proposed ordinance. The affirmative testimony of one responsible witness to the value of smoke consumers is worth more than the negative testimony of a hundred witnesses on the other side.

At Thursday night's meeting Frank A. Stecher, of the Stecher Lithographic Company, A. T. Hagan, William C. Barry, James A. Leathers, chief engineer of the Powers buildings, Frederick A. Sherwood, C. A. Dunham, chief engineer at the Bausch & Lomb Optical Works, the chief engineer of the Sibley, Lindsay & Curr Co. buildings, and Mr. Yawman, of the firm of Yawman & Erbe, individually and emphatically testified to the entire success of the smoke consuming devices used in their establishments in preventing the escape of smoke from their chimneys. More than that, they agreed that they were able to save from 10 to 18 per cent, in fuel by the

Now, the statements made by these gentlemen are expert evidence and they cover every phase of the case it is necessary for the Common Council or the public to know; that is, first, the smoke consumers prevent the pouring of torrents of soots, filthy smoke into the air of the city to be taken into human lungs and defile the buildings, the garments and the persons of our citizens; and secondly, they can be installed and used at a profit to their

The only objection that has been urged against the proposed law is that it will drive manufacturers out of the city. It would be a pretty small concern with a give up the advantages of manufacturing in Rochester to save the small expense of nstalling a smoke consumer, particularly in view of the fact that the device will pay for itself in the saving of fuel in a few years. The worst offenders in the city are the big concerns whose huge chimneys discharge inky volumes of smoke mon the air of the city. Establishments of that ort are not going to move out, nor will any of their grade be kept out by such a servative and reasonable ordinance as that under consideration.

There are some establishments in the city in which hard coal was always burned until the coal strike of three years ago. Then they began to use soft coal and have kept it up ever since. Their consumption of fuel is not so large that the difference in cost between hard and soft coal would be oppressive, and their owners should be required either to return to the use of hard coal or to install smoke connumers. Some of these are in the residence districts, and are a nuisance on account

borhoods in which they are located. Next week at the final hearing upon this matter before the council's committee there should be a general rally of those who favor this important reform. The masses of the people want that ordinance adopted, and while a respectful hearing should no unreasonable delay.

D +Q THE SMOKE WORSHIPERS 9/05. There is to be another hearing by the Law and Safety Committee of the Com mon Council on the proposed anti-smoke

ordinance at which, it is understood, opponents of the ordinance will present their obections to its adoption.

These objections, so far as they can be foreshadowed, will come from manufacturers who say that they are prepared to they cannot conduct their business profit ably without making a smudge, and that if they are deprived by law of the priv llege of making a smudge they must re move their establishments to some other city which doesn't mind a little dirt. This argument is purely selfish, but still is ent tled to a certain amount of consideration because if those who present it are suff ciently numerous and important it may bring the city face to face with a choice of number of important manufacturing con cerns might be a greater evil, temporarily at any rate, than the perpetuation of the noke nulsance.

The council's committee will, then, co. sider these objections in the light of the principle of "the greatest good for th greatest number." If it is for the best interests of the city, all things considered, that a certain number of factories and the smoke nuisance should go, the ordinance ould be adopted. If it is for the best i terests of the city that these factories and the smoke nuisance should stay, the ordinance should be postponed.

Incidentally the committee might well these manufacturers cannot conduct their business without making a smudge. Possibly their theory that they cannot may be mistaken. It may be the outcome of de sideration. It may be even colored be a not entirely reasonable aversion to "bother ing with" smoke consuming devices, or by the average business man's objection to having "outsiders" interfering with him in the conduct of his business.

The committee might also profitably consider the question whether, in the final outome, the objecting manufacturers may not find it less troublesome and expensive to omply with the terms of the ordinance than to remove their plants to some other ity. There is sometimes an element of what is commonly called "bluff" in the breats of those who solemnly declare that they "won't play" unless they can have

It may be noted that there is no suggestion here that the committee should seriusly consider the individual convenience of the objectors. There is no reason why he committee should, unless the objectors. form or represent a majority of the people and property owners of Rochester, All ittee has to consider is "the greatest good of the greatest number,"

. MAY 10, 1905. Ast. Some

BUSINESS MEN ARE INTERESTED

Determined Effort to Abate Smoke Nuisance.

CHAMBER OF COMMERCE ACTIVE

Citizens Urged to Sign Petition for Ordi nance and to Attend Common Council Committee Hearing.

A determined effort is being made by usiness men of the city to bring about an abatement of the smoke nuisance in Rochester. The Chamber of Com-merce is sending out a circular reading as follows:

bury.

The following editorial from the Rochester Post Express, April 13, 1965, explains in a brief and intelligent manner the position of those in favor of passing an ordinance which will rid the city of the smoke nuls-

Respectfully submitted,
P. A. Stecher,
Chairman, Smoke Committee,
The editorial from The Post Express

The Smoke Nulsance. So long as a practical smoke-cor er was unavailable, it was not just to make the emission of dense clouds of smoke a misdemeanor, purishable by fine or imprisonment. Legislation of that kind would have brought great hardship and seriously embarrassed the manufacturing interests of the city.

But practical smoke-consumers are now to be had; they have been tried thoroughly and have stood every test, and it has been shown beyond all doubt argument that they will save enough fuel to pay for themselves in a short time. It is, therefore, a matter of econ omy to use them; instead of being a det riment to the manufacturing interests, moke-consumers will prove a benefit. There can be no question, therefor that the time has arrived for the pas sage of an ordinance prohibiting the emission of dense clouds of smoke from the great factories and commercial buildings of the city. When some of the largest business establishments of the city have installed smoke consumers as a matter of business policy, acting as a matter of business policy, acting voluntarily in the absence of an ordinance, it cannot be pretended that i will be a hardship to require all estab

lishments to use them.

The pending measure gives a year for the installation of the consumers. That is sufficient. We can have a clean and beautiful, as well as a busy, thriving city, if we wish. Let the ordinance be passed, therefore, with no unnecessary

The smoke committee of the Chamber of Commerce respectfully requests that everybody in favor of doing away with the smoke nuisance, write a letter of postal card embodying their views ad-dressed to the snoke committee, Cham-ber of Commerce, the desire being to present to the Common Council as strong protest as possible against prevailing

The petition in circulation reads as

follows:
"To the Honorable the Common Council of the City of Rochester, N. Y;
"The undesigned citizens and property owners of Rochester respectfully petition your honorable body to as soon as possible pass the ordinance introduced by Alderman Westbury for doing away." with the soft coal smoke with which Rochester is now afflicted."

)AY, MAY 10, 1905.

ABATEMENT OF SOFT COAL

Circulars Sent to Manufacturers and Prominent Citizens To-Day.

Chamber of Commerce Preparing to Present Strong Argument at Second Hearing Before Council.

All in Payor of Ordinance Requested to Write Letter or Postal to Smoke Committee Stating Views.

In accordance with the movem which was started some months ago by the Chamber of Commerce to got an or-dinance passed which would abolish the soft coal nulsance, Secretary lves to-day sent out 1,000 circulars to prominent manufacturers and citizens urging them to attend a hearing which the ordinal will be given before the committee public safety in the Common Councy chambers on the evening of Tuesday,

A copy of the circular follows : A copy of the circular follows:

Rochester, N. Y. May 10, 1955.

Dear Sir—The committee appointed by President Rogers of the Chamber of Commerce for the purpose of doling away with the soft smoke nulsance, consisting of the following well known citizens. F. A. Stecher, Charles L. Griffith, A. T. Hagen, Walter W. Powers, William C. Barry, G. W. Ham, E. G. Miner, Jr., F. A. Sherwood, after much thought and many meetings, drafted a proposed ordinance, which is now before the public safety committee. A hearing was given Thursday evening, May 4th, and many strong arguments against the smoke nufsance presented. At the request of a gentleman who appeared in opposition, a further hearing was set down for Tuesday syening, May 16th, before the The object of this circular is to

Respectfully submitted.
F. A. Slecher,
Chairman, Smoke Committee,
Accompanying the circular is a paper
with spaces for the names, addresses
and ward of those who are in favor of wing such an ordinance passed and which will be presented to the Common council in the form of a petition. The llowing preamble is affixed to the head this paper; "To the Honorable, the er, N. Y.: The undersigned citizens and reperty ewners of Rochester respectmon as possible pass the ordinance in-included by Alderman Westbury for do-ng away with the soft coal smoke with

hich Rocheste is now afficied."
In addition to this, the smoke comest that everybody in favor of doing vay with the soft coal nuisance write letter, or even a postal card, embodyor their views, sending the same to the the Common Council as strong an arent as possible against the prevail-

TO INTEREST PUBLIC IN SMOKE NUISANCE

Secretary Ives of Chambr of Commrce Sends Out 1,000 Circulars To

Heraed Way 11, 1900

In a further attempt to get the Rock-ster people interested in the effort hich the Chamber of Commerce is naking to secure the passage of some ordinance which will abolsh the soft coal sent out 1,000 circulars to prominent manufacturers and citizens, orging them nances will be given before the committee of public safety in the Common Counell chambers next Tuesday evening. The circular is as follows:

The circular is as follows:

Rochester, N. Y., May 10,
Down Sir — The committee appoints
President Rogers of the Chamber of
morce for the purpose of
away with the soft coal a
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ter W. Powers, William C. Barry, (
Ham, E. G. Miner, Jr., F. A. Sice
after much thought and many mee
drafted a proposed ordinance, win
now before the public safety commit
hearther was given Thursday cenning
t, and many strong arguments a
the smoke musuance presented. At the

chambers.

The object of this circular is to earnestly request your presence at this hearing and to not only sign the enclosed petition, but to obtain the signitures of your friends and neighbors, returning same to the secretary of the Chamber of Commerce on or hefore May 16 next.

Now is the time to free the city of an unnecessary anisance, which is constantly increasing and which destroys both life

and property.
Please see the alderman of your ward ind request him to vote for the anti-smoke relinance introduced by Alderman Westbury. Respectfully submitted.

Chairman, Smoke Committe

The petition referred to in the circuhas blank spaces for signatures and

reads as follows;
"To the Honorable the Common Council of the city of Rochester, N. Y.; "The undersigned citizens and property ion your honorable body to as soon as possible pass the ordinance introduced by Alderman Westbury for doing away with the soft coal smoke with which Rochester is now afflicted."

FRIDAY. MAY 12, 11

ANTIS ARE BUSY WITH PETITIONS

OPPOSITION TO SMOKE OR. DINANCE ACTIVE.

LIVELY HEARING PROBABLE

Supporters of Proposed City Law and Those Opposed to it Will Go Before Common Council CommitteeWellSuppliedwithAmmunition

A fively time is promised for next Tuesday night at the meeting of the Public Sate-ty Committee of the Common Council when the opponents of the nettanoko ordinance clash with the faction uphoiding the pro-posed law. A hearing was held May 4th and at that time the opposition was rep-resented by only one speaker, who asked hearing and promising to present a petition

ext Tuesday evening.
There are a number of petitions urgng the passage of the smoke ordinance

ow in circulation. Those documents ere sent out by the Smoke Commit-

e of the Chamber of Commerce,

THE WESTBURY ORDINANCE.

Following is the smoke ordinance, in

troduced by Alderman Westbury, of the Third Ward, which was referred to

the Public Safety and Law Commit-

An Ordinance, declaring the emission of lense, black or gray smoke within the lity of Rechester a public nulsance and confuting the same.

The Common Council of the City of Sochester ordains as follows:

Section 1. The emission of dense smoke

thinnary engine, or from the small ock or chimney of any building and love within the City of Rochester shal deemed, and is hereby declared to be public huisance and is hereby pro

MAY 12, 1905.

DVERTISER: FRIDAY,

AGAINST SMOKE

Has Been Signed by Many

Manufacturers and Busi-

ness Men.

Think the Passage of an Ordi-

nance at the Present Time

Unnecessary-To Attend

Aldermanic Hearing.

Petition Asking for Adoption of Ord

nance Also Receiving Many

Signers-Likely to be

Bitter Fight.

It appears that the opponents of the

a lively time before the public safety committee of the Common Council next Tuesday night. One petition remonstrat-

ing against the ordinance is at the Roch-

who oppose the law are asked to call and sign their names. Other remonstrances are also in circulation, and it is said that they have received many signers among manufacturing and business men. Whist Club, where manufa

The opponents of the law say that n

among manufacturing and business i

rdinance of the kind is advisable

the law is passed engineers and st

smoke ordinance are as busy circula petitions as those who favor the posed measure, and there is likely to

ORDINANCE

many manufacturers. It looks as if the opponents of the law intended to stick to their agreement. Several petitions are in circulation and they already have the signatures of many business men. A copy of the petition follows:

of the petition follows:

To the Honorable the Common Council of the City of Recliester:

We, the undersigned, manufacturers and business men of the city of Rochester directly interested in the future weifare, growth and prosperity of our city, and perfectly willing to do all in our power to keep the smoke emanating from our respective works within reasonable limits, do not think that such result can be better obtained by the enactment of any ordinance at this time by the Common Council of this city, which will make it compulsory for manufacturers to attach smoke-consuming devices to their holicies, said devices having been tried at different times by many of us with unsatisfactory results as to economy or abatement of such smoke. If, however, our protest is of no avail and said ordinance is enacted by your honorable body, we protest most emphatically against any amendment thereto which will release the engineer or stoker, who is largely responsible, from any liability under said ordinance.

Claims of the Opposition.

Manufacturers and business men who have not been seen by men circulating petitions have been asked to call at the Whist Club nce. A petition is kept there

Speaking of the petition, one man said:
"My petition alone represents millions of
dollars invested in Rochester's business enerprises. The remonstrance is growing

W. P. Davis, of the W. P. Davis Machine Company, in a letter to F. A. Stecher, chair man of the smoke committee of the Cha merce, regarding the proposed ordi-

Although themanufacturers opposed to the ordinance had little to say on the occasion of the hearing last week it is evident that they intend that there shall be no recur-rence of their lack of preparation. It is more than likely that every force possible will be brought to bear by both sides. The women have taken up arms in favor of the ordinance, basing their support on the ground that soft coal smoke is detrimental to the general health and on the more peronal ground that it is responsible for about three times as much solled linen and clothes as would be the case if the smoke were

away with. Automatic stokers and smoke consumers are proposed as the remedy for the present gloomy condition of the air. These conrivances, say the supporters of nance, are money saver; as well as smoke preventers, and it is contended that they have proved their worth wherever tried.

Petitions Favoring Ordinance.

Already many of the petitions sent out by the Smoke Committee of the Chamber of Commerce, which urge the Common Council to pass the anti-smoke ordinance now before its Public Safety Committee, have been re-turned to the chamber filled with names. With them have come some postal cards and letters, expressing the desire that the pro-posed ordinance may be acted upon favorably by the council. It is the wish of the Smoke littee that those who do not have an opportunity to sign the petition shall ex-press their views in this way.

One of the letters received at the cham ber is from a prominent woman of the city.

She says:
"I write to say that I am heartly in sympathy with every step that is being taken to abate the smoke nelsance in our beautiful city of Rochester. Our D. A. R. chap-ter wishes to do all in its power towards

doing away with it.

"One great reason in my mind for it is that it seriously affects the health and makes it necessary to go away from home in pursuit of pure air, and it more than dou are obliged constantly to renew house fur nishings that become unsightly and grimy i

"Hoping that this effort to do away with Demotrat. that it may not after all end

Smoke Ordinance Delay Unjustifiable.

we after an exhaustive investigation of the smoke evil and its rem-

may not meet the approval of the fire inderwriters but their patrons will see the point. Fire losses were exceptionalsmall in 1903, when the companies made large profits, and they were excepionally large in 1904, when they made large losses, but for the two years, leaving the Baltimore loss out of account, the fire loss did not quite reach the average. As to that loss it is to be said that experience compels the companies to anticipate precisely such inroads upon their surplus earnings, and for years they have been making charges to meet It is believed that in some city now unknown and at some time that

country in six years:
Year Put Tomm 11, 10,0868.
183,57,830
1890

The enormous increase in 1904, when

the loss was the largest in the history

of fire insurance, exceeding even 1872

and 1873, the years of the Chicago and

Boston fires, has alarmed the underwrit-

ers, and presumably they are preparing

to make another general advance in

rates. Among the heavy losses in 1904

were: Fifty millions at Baltimore, three

millions at Rochester, two millions at Yazoo City, nearly two millions at Sioux

City, a million and a half at Shelby,

Is an advance in rates justifiable?

If the loss at Baltimore-altogether exceptional-be deducted from the total for

1904, the remainder is \$179,198,050. Add this to the total for 1903 and we have

\$324,500,205; divide this by two and we

have an average fire loss for 1903 and

\$162,250,102, which is actually less than

the average loss of the three previous

years. This refinement of calculation

1994-the Baltimore loss deducted-or

Ohio, and a billion at Peoria, Ili.

cannot now be foreseen, there will be another fifty-million loss; the companies understand it and are preparing for it, just as they prepared for the Baltimore oss. The point, then, that we are trying to make clear is that there is no justification for another advance in rates. It has been the custom for the companies to advance rates whenever they sustain a loss, and in the city of Rochester to-day, though the city is better protected against fire than ever before, the insurance rates are the highest in our history. At the meeting of the underwriters in New York legislation, both national and state, was suggested in the interest of the companies. It seems to us, however, that there is greater need of legislation for the protection of the insured against exrtion. Rates are too high already and if there is any competition among com-panies for business we fail to see evidences of it. Rates are uniform and the uestion as to whether such uniformity is due to unlawful acts is one into which the Department of Commerce and Labor should make a searching investigation.

SMOKECONTROVERSY

Manufacturers Promise Strong Protest Against Ordinance.

AT- Way 12 . /905-But Signatures in its Favor Are Coming in at Rate of Five Hundred Per Day - Petitions from Both Sides.

Friends of the proposed smoke ordinance are much pleased by the response that is being made to the recent circular letter sent out from the Chamber of sice produced by President Clinton Rogers of the Chamber of Commerc requesting the presence of recipients at the second hearing in the matter at the Common Council chamber and the testimony publicly presented by many prominent local busi- next Tuesday evening and that further men of their succes in abating the smoke anisance and economiz-

Secretary John M. Ives told a Post Exat they will not processimate in adopting the smoke orditures were coming in at the rate of about five hundred a day, assuring the presen-

But quite a formidable epposition to the ordinance has grown up within the facturer of the city and a former presi-dent of the Chamber said to a Post Ex-

press reporter this morning.
"Many manufactures in the Chamber membership who creates their own power and who are convinced from practical experience that smoke consumers are r or stoker should be make to are on the verge of withdrawing from a orporation that the objects for trae and comerce of the city

Fire Losses and Fire Rat s.

At the meeting of the Nation: By rid Control to the interest of Fire Underwriters in New works are control to the interest of Fire Underwriters in New works are control to the interest of Fire Underwriters in New works are control to the interest of Fire Underwriters in New works are control to the interest of the inter

ing interests of the city.

"I have no doubt that this threat of withdrawal from the chamber will be varried out if the majority present in its present course, instituted by the retailers in the membership who have shown a disposition to override the manufacturers by sheer force of numbers. Under such circumstances it would seem there is no alternative for the manufacturers but to resign.

but to resign.

"If a smoke ordinance is to be forced through, despite all protest, we believe it is only fair that the engineer and stoker should not be wholly released from repoposibility. No smoke consumer advo-ate pretends that such devices are perfect and will do away with all smoke. The ost claimed for them is that they will most claimed to the state of the same with from 70 to 29 per cent. of it, and much depends on the care exercised by the engineer. With every possible smoke-consuming device that modern ingonuity errest and fine I had a smoke consume

facturer would stand in daily menace of daced in my plant about twenty years ago and for about two weeks it worked very deely. Then, I suppose, the engineer got or some flaw developed in nechanism, for things were just as bad as nechanism. Finally I threw the smoke conner out in disgust. Shortly afterward I ras persuaded to try another. This con-sumer seemed to be more effective in con-suming smoke, but then the boiler intor came around and said it was serispector came. Also believes to be successful to the specific of the conditions. The ordinance proposed for Rochester is unique among such measures. owhere else is the engineer released from

Among those who have been most acive in stirring up opposition to the pro-posed ardinance are Frank Reed, of the lochester Glass Works, and Ralph Gorsline, interested in tile manufacturing. Mr. Gorsline calls to mind that twenty ears ago the large manufacturing enter prise of Otis& Gorsline was driven out of the city because of a smoke ordinance hen in force. The firm was fined but

osed ordinance told a Post Express reorter this morning that fully three-burths of the manufacturers of Rochster in all lines of activity, who create their own power, would sign the paper which will be presented to common counnext Tuesday evening as an offset tothe chamber petition. The manufac-turers figuring in the remonstrance repesent forty millions of capital invested ere, it was stated this morning. The brewing industry of the city has signed have signed the other petition are sald to be those who have their power furn-ished by their landlords. Among these are the clothing manufacturers who are said to be largely in favor of a smoke

The remonstrance sets forth that the signers are perfectly willing to do all in their power to keep the smoke within reasonable limits and do not think the object can be better obtained by the en actment of a compulsory ordinance. Smoke consuming devices, it is affirmed, have been tried at various times by the petitioners with unsatisfactory results as to economy and abatement of smoke. In conclusion it is set forth if the re-monstrance is of no avalt, "we protest most emphatically against any amendent therete which will release the engineer or stoker, who is largely respon-sible, from any liability under the ordi-

One of these ptitions is on file at the Whist club where signers are received and other are in the hands of manufacand other are in the hands in mandate unvers who are actively engaged in getting names. Henry B. Hathaway was the only one to make a remonstance against the smoke ordinance at the first hearing, May 4th. He asked for a secondary to the control of ond hearing which was gratted for next Tuesday evening. This time those op-posed to the ordinance say they will rally in force; a lively session is anti-

Times May /2, THE EVENIN

PETITIONS GALORE

Documents Being Circulated Both For and Against the Westbury Smoke Ordinance.

arted as well as employers. The remonstranes

The Common Council of the City of Roch ster ordains as follows:

This ordinance shall take effect

By Ald. Kenealy, by request of Ald West-Section 2 of the proposed ordinance e-litled "An ordinance, declaring the emi-

Section 2 of the proposed ordinance in titled "An ordinance, declaring the emission of dense, black or gray smoke with the City of Rochester a public nuisance of prohibiting the same," is hereby amond to read as follows:

Section 2. The owner, lesses or person of corporation occupying any building an having charge of control of the fitting the proposed of the corporation occupying any building an having charge of control of the fitting sholler or stationary engine therein, was shall cause, permit or allow dense smoke issue or be emitted from the smoke stark or chimney of any such building a force.

W. P. Davis of the W. P. Davis Machine Company, in a letter to F. A. Stecher, chairman of the smoke committee of the Chamber of Commerce, rearding the proposed ordinance, says it

sarding the proposed ordinance, says it is "a great mistake."

Although the manufacturers opposed to the ordinance had but little to say on the occasion of the hearing last week, it is evident that they intend that there shall be no recurrence of their lack of the proposed to the proposed to the proposed to the ordinance band the more security. Mrs. J. Hopkins; corresponding secretary, Mrs. J. B. V. Warner; recording secretary, Mrs. J. B. V. Warner; proposition of the proposed to the ordinance had but little to say on the ordinance had but little to say of the ordinance had but little to say on the ordinance had but li eparation. It is more than likely that | cussed and the programme

aken to abate the smoke nulsance in evening courses.

The question of a woman's building was presented in the present at some control of the present at the present

keepers, who are obliged constantly to done renew house furnishings that become unsightly and grimy in a very short Hoping that this effort to do away

with it forever may be entirely success-ful, and that it may not after all end in black smoke, I remain," etc.

CONTROVERSY AT ITS HEIGHT Interesting Hearing on Smoke Ordinance Expected Tuesday Night.

smoke ordinance are determined to strong fight before the Law and Public Safety committees of the Common Council Tuesday night. Secretary Ives, of the Chamber of Commerce, says he is getting a large number of signers to petitions in fa

ordinance and the proposed amend-

WOMEN MAY FILL COUNCIL CHAMBER

THOUSAND URGED TO AT-TEND SMOKE HEARING. Dr C. 1/13-PLANS OF WOMEN'S UNION

Directors at Annual Meeting Reselect Old Officers and Direct Prepara. tion of Letter to Aldermen Fator. ing Proposed Smoke Ordinance

trial Union was held resterday morning of others for the ensuing year was d. The officers follow: Provident, Ma

every force possible will be brought to bear by both sides.

The women of the city favor the passage of the ordinance and are taking a will be obtained, but the compilities intended. very prominent part in circulating peti-tions and writing letters to the Cham-ber of Commerce. One of the letters re-ignings for this winter, but in had other consider the chamber is from a promin-put woman of the city. She says:

"I write to say that I am heartly in sympathy with every step that is being

A. R. chapter wishes to do all in its power towards doing away with it.

"One great reason in my mind for it is that it seriously affects the health and warrant the execution of such a building. home in pursuit of pure air, and it more than doubles the expense of all house- that by full something declairs may be

Letter on Smoke Ordinance. At the names meeting of the union, held

oppear before the Common Council and orge At yesterday's meeting this question was again taken up. It was urged that there should be a representative woman from each ward at the hearing Tuesday evening. This matter is being urged, not merely as an afunion on behalf of the women of the city. The Women's Educational and Industrial Union should be pleased to see 1,000 women

A committee has been appointed to pre-pare a letter which will be sent to the Com-mon Conneil urging the passage of the or-dinance. Officers of the union hope that by making a strong showing at the time of the hearing the women of the city may assist be correctlying the Common Conneil to pass n persuading the Common Council to he ordinance. Members of the union

THE POST EXPRESS: SATURDAY MAY 13, 1905.

DUTY OF INSPECTOR

To Be Subject of Amendment of Proposed Smoke Ordinance.

Many Business Men Object to Inspector Having Power to Enter Buildings and Their Protest Will Be Heeded-No Other Change. Friends of the proposed smoke ord

nance in the Chamber of Commerce say this morning there is to be no backward step in the movement to have it enacted into law, despite the protest that has been raised by many manufacturer within the corporation membership, I only, however, be thought advisable t modify the measure in one particular, re ting to the smoke inspector having the othority in the performance of his duty o enter any steam boller or engine room any building from which smoke shall emitted, "in order to observe the con itions under which said smoke is procod, and any person hindering or obructing him in the performance ruch duty shall be deemed guilty of vio-ation the conditions of this ordinance," The special smoke committee of the

hamber will hold a meeting on Monday for the purpose of considering the adviability of eliminating this provision. I is understood that many influential busi less men of the city who favor an abate vill give the smoke inspector an undue sary to the proper enforcement of the

To Urge Amendment.

Many leading promoters of the ordi-nance are said to have been brought round to this view of the case and will he committee meeting on Monday. It s hoped to have the change made before se who advocate this amendment that he inspector can ascertain whether the aw is being violated by watching the moke stacks from the outside of the ilding. If he sees dense black or grav noke issuing therefrom, he can lodge his mplaint with the proper authorities d thereby accomplish just as much as could with authority to enter the

Clinton Rogers, president of the Champoused the cause of the ordinance from the first, has been making a systematic estigation of the operation of smoke port his findings at the hearing on the dinance on Tuesday night, nd to confirm the general tes result in a great saving of coal,

An one manufacturers who called on Rogers to-day to protest against talk features of the proposed law was Mam A. Hubbard, jr., president an asurer of the Hubbard & Eldridge noke consumers and is not adverse t smoke ordinance, but he objects

owners of buildings at the mercy of the smoke inspector. He argues that whe stalling a smoke consumer, he should not be held responsible for the careless-

Opinion of Manufacturers.

In this manner Mr. Hubbard voices the nion held by manufacturers who are opposed to the ordinance as it stands. Promoters of the ordinance say, that the draft must stand or fall as amended in this particular. They argue that al-though the employer, owner or lesses of the building is to be held solely responviolating the law if it were shown that he had endeavored to comply with its provisions, but had falled through the sor the necessity of doing his work

WOMEN FOR SMOKE ORDINANCE

Send Letter to Public Safety and Law Comittee.

The following self explanatory ell by the Women's Educational and In-

nbers of the Women's Union. n behalf of the greatest industry in the urge your committee to recommend to esented by the Chamber of Comm The burden imposed by the smoke nuis-ance has become intolerable and must be relieved. The capital invested in the homes of Rochester is greater than in its factories, and the damage done each year is an enormous tax upon the pocket heen urged to see the alderman of their books of the men, as well as the backs ward and ask for his support in securing the of the women. Not only is the excense mit was a line

any question about its passing?
"Woman's sphere is said to be atmosphere, Let it be clear and free from smoke."

happiness and comfort of the logend upon this ordinance, can

MANY ARE SIGNING

Two Thousand Names on Smoke Ordinance Petition.

Manufacturers Rallying Their Forces in Opposition-Draft to Be Amended with Relation to Inspector -

Women Strong for Measure. Up to noon to-day the petition in favor of the proposed smoke ordinance circulated by the Chamber of Comerce had been signed by two thousand names. Several hundred more signatures are expected before the time for the public hearing, before the aldermanic committee having in the bill in charge, at the Com-mon Council chamber to-morrow even-

The heads of some of the largest manu-The heads of some of the largest manufacturing interests of the city, who are opposed to the ordinance, are no less active. They say that their remonstrance, to be presented to the council committee to-morow night as an offset to the Chamber petition, represents three-fourths of the manufacturers of the city who areate their cours and The city who create their own power and a capital of more than \$40,000,000 invested in the city.

The brewing interests to a man, man officials of the Rochester Light and Power company, Benjamin E. Chase, Treasurer of the National Casket works, line are among the important business representatives opposed. A letter was received at the Chamber of Commerce company pointing out that the ordinance would be a most oppressive burden on those who operate small plants, not only as a matter of expense, but also because of the destructives effect of steam jets on small boilers.

The special smoke committee of the Chamber of Commerce will meet this afternoon at 4 o'clock to consider an amendment to the draft regarding the right of a smoke inspector the right to enter buildings and inspect boilers. This particular clause of the hill has been the subject of much opposition from im-portant interests that otherwise favor the ordinance. This objectional feature

will probably be elimnated.

A petition favoring the ordinance will be circulated among the members of the Local Council of Women, who assemble at the Chamber of Commerce this after-moon for the regular meeting of that organization. It is expected that many of sent a communication to the aldermanic committee favoring the adoption of the ordinance as it stands, in behalf of the "greatest industry in the city of Rochester," the housekeepers. It is expected that a large number of ladies will be

is impossible to change over a number of the old plants of the city so that the new stokers can be used satisfactorily. They say a law should be enforced not Ex huss.

The Campaign Against Smoke.

Anybody who will take a bird's-ey view of Rochester will see hundreds of smoke stacks, pouring forth dense clouds of black smoke. This settles down, is breathed into the lungs of the people of the people, proves a constant nulsand in office and factory, and ruins the good

The Chamber of Commerce is making a vigorous campaign against this intolera-ble nulsance. Do you want to see it you personally? If it is, if you wan to see a clean and healthful city, write a letter and say so, and mall the letter Chamber of Commerce. The ordinance to abate this nuisance is now pending it the Common Council, and the probabili ty is that it will come up for final ac tion on Tuesday evening. No time is to be lost, therefore, if you want to do your share towards bringing about this re form. Act vigorously and at once. Put yourself on record! This may be the last chance. Do not let it slip away, and then complain during the next few years the city and injures the health of the Rochester would be particularly interest ed in this matter, for all good housewives abhor dirt. We are glad to see that the women's clubs have tainly here is splendid or tor!

There are several features of the proposed ordinance to which some objection has been raised, and it is not difficult to see the reasonableness of some of the arguments used. Many manufacturers who are opposed to the dense clouds of black smoke that fill the air and are willing to do something to lesson the evil, point out sections in the ordinance which they would change if they had the opportunity. We sympathize with the views of many of these gentlemen, but at the same time we realize that this is a critical stage of the business, and think, in view of the case with which the ordinance can be amended, that it would be better to pass it as it stands and give it a fair trial, rather than run the risk of losing all by entering upon a series of amendments, leading to new controversies and long delays. No doubt the inspector to be appointed under the ordinance will exercise good sense and a reasonable discretion in the enforcement of it, and nothing arbitrary, oppressive,

Daughters Want the Ordinance.

The members of the Irondequoit Chapter of the Daughters of the American Revolu-tion wish to express their patriotism by

sented by the Chamber of Commerce With the best interests of our once beautiful city at heart, it has been to us a constant grief to see its buildings tar-nished, its atmosphere polluted, good housekeeping rendered impossible, and the burden and expense of living greatly insed by the clouds of black smoke that

nance may speedly come, is the earnest wish of the Daughters of the American Revolution. W. & A. May 15.

THE SMOKE ORDINANCE W. + 1. 2 / / Letter From Chairman Stecher of the Smoke Committee to W. P. Davis

-Meeting To-Morrow Night. The following self-explanatory letter has been given out by F. A. Stecher, challman of the Chamber of Commerce smoke committee, in answer to a letter that he recently received from W. P. Davis of the Davis Machine Co.: May 13, 1905.

Mr. W. P. Davis, President W. P. Davis

Machine Co., City:

Dear Sir-Your favor of the 10th came duly to hand, and notice, while you disapprove the conditions now existing in reference to the smoke nulsance of our city, you think it unwise, at this time, to pass the ordinance, for the reason, you think it will injure the manufacturing interests. I seems to me that you are not fully posted in reference to a remedy to stop the smoke nuisance, and if you had attended a few of the meetings of late and listened to a large number of manufacturers and their engineers, located in our city, as to their results by using improved devices for the prevention of smoke, and the saving of abor and fuel, it might have been the

neans of changing your opinion.

I believe most of our manufacturers are
coc careless in looking after their steam plant, and do not visit the boiler room in nonths on account of being too busy. We are the users of one, of a number of im-groved devices, where from 80 to 90 per cent. of the smoke can be avoided, and a saving of from 10 to 20 per cent. of coal can be nade which will pay a large interest of plants to this effect, therefore, I believe in place of injuring the manufacturing in-terests of the city, it will be a great bene-fit to them to make this change. I also believe it will be a great benefit to

the city at large and will be the means making our city still more beautiful, and thereby rather increase our manufacturing interests in place of decreasing. interested in the city's welfare and spe fally in the interests of our manufactur moment think of doing anything to their

With kind regards, I remain,

Very truly yours, F. A. Stecher The Common Council law and public safety committees will give a hearing on the smoke ordinance in question to-morrow night in the Council chamber. It is expect-ed that a very large attendance will be present and that interesting speeches on both sides of the question will be heard.

SMOKE NUISANCE C SCHOOL that such a provision of the prov

F. A. Stecher Thinks Its Abatement Would Not Only Add to Attractiveness of City, But Result

The Junes heary 187190 4

Mr. W. P. Davis, President The W. P. Davis Machine Company, City Dear Sir: Your favor of the leth came duly to hand, and notice, while you disapprove the conditions now existing in reference to the smoke nulsance of our city, you think it unwise, at this time, to pass the ordinance, for the reason you think it will hiptor the manufacturing interests. It seems to me that you are not fully posted in reference to a remedy to stop the smoke nuisance, and if you had attended a few of the meetings of late and listened to a large number of manufacturers and their regulars, located in our city, as to their results by using improved devices for the prevention of smoke, and they saving of labor and fuel, it might have been the means of changing your opinion.

plant, and do not rish the boller room in months on account of being two busy. We are the users of one of a number of improved devices, where from 80 to 90 per cent of the smoke can be avoided.

Woman's Sphere Should Be Pure.

The Women's Educational and Industrial Union, in its letter to the Public Safety and Law Committees of the Common Council, urging upon that body the adoption of the smoke ordinance presented by the Chamber of Commerce, makes the following admirable point: "Woman's sphere is said to be atmosphere. Let it be clear and free from

It may not have occurred to the factory owners who wastefully pollute the air with their unconsumed soft coal smoke, that the housewives of Rochester have to bear a very heavy share of this filthy burden of contamination thus needlessly thrust upon the community. It is the housewife who has to contend with the soiled linen, the dingy curtains, the white waist or duck suit that must be sent to the tub after once wearing out of doors, because old Stick-in-the-Mud's chimney is poliuting the air with unconsumed carbon. If all this frequent renovation is turned over to the laundry, it means added expense; if done in the home, it means accumulated backache; and, either way, there is the increased wear and tear of the fabrics to be taken

into consideration. It is the housewife and mother who must bear the burden of nursing and anxiety when the children become ill with throat and lung affections from breathing the smoke poisoned air. Health authorities the world over are agreed that the discharge of soft coal smoke into the air of cities is responsible for much of the ill health of closely settled communities. So an occasional bill from the family physician may be added to the general expense account created in every household by the smoke nuisance.

This appeal of the women, on behalf of the health, happiness and comfort of tee a strong argument for the adoption of the ordinance and the abatement of the smoke nuisance. It is an appeal, however, such as only the humane, the intelligent and progressive citizen manufacturer will heed; and he, probably, now that his attention has been called to it, will have his smoke consumer installed before the ordinance becomes operative. The stubborn offender in this matter is the ignorant manufacturer who doesn't know that the dense volume of black smoke that pours out of his factory chimney is dragging money out of his pocket every hour of the day. The way to abate his particular nuisance is to convince him of that fact, for, as the New York Tribune in an editorial on this subject pertinently remarks: "The men who care little about breaking a law, or disfiguring the landscape, or causing other people discomfort, do care a good

deal for the 'almighty dollar.' Men burn

soft coal because it is cheaper than anthracite. If they had as much sense as sordidness they would burn their soft coal in the most economical and most effective way instead of the most wasteful. If they did so they would give no offense. Their chimneys would emit no black smoke. It is not because they are burning soft coal that their chimneys offend, but because they are burning it in an ignorant, slovenly, ineffective, wasteful way."

The Women's Union, as denoted by its name, is educational as well as industrial. Let its members devote a little missionary effort to the dissemination of much needed knowledge on this subject, to the end that the dawn of purity in "woman's sphere" be no longer obscured by the smoke nuisance. Herald 5/15

WILL BE FOUGHT

Opposition to Smoke Ordinance Becomes Organized.

WILL BE HARDSHIP TO SOME

Manufacturers Claim It Is Impractic al To Utilize Smoke Consuming Devices in Many Older Plants for Lack of Boiler Room-Advocates of Measure Enthusiastic.

Indications are increasing that there will be a hard fight to-morrow evening before the council committees on the smoke ordinance. At the last hearing granted by the Law and Public Safety Committees only one manufacturer appeared in opposition and it looked as it the popularity of the agitation in favor of the ordinance would carry it through

without serious objection or delay. In the last two weeks a number of nanufacturers have been stirred up to make a fight and a counter petition has been put in circulation. They claim that essible to change over a number It is impossible to change over a numour of the old plants so the patented stokers can be used satisfactorily. They admit the smoke nuisance can be stopped by providing sufficient boiler room at the time a plant is constructed, so that the exceptible stokers can be utilized. But automatic stokers can be utilized. But they say the changes cannot be made in all the old plants and that it will entail all the old plants and that it will entough an unwarranted hardship on the manu-facturing interests of Rochester to adopt and enforce a criminal ordinance against black smoke. They argue that in the next five or ten years the matter will readjust

itself as the old plants are reconstructed or removed to new sites. The advocates of the ordinance have become enthusiastic, however, and will rally in force to support it to-morrow night. The Chamber of Commerce committee has been collecting petitions with hundreds of names to present to the committee and 1,000 circular letters have been sent out to prominent citizens, urg-ing them to attend the committee meeting in the council chamber to-morrow evening. The activity of the Chamber of Commerce has been reinforced by the Woman's Union and a memorial from the women will be presented to the

ouncil committee. Many objections have been registered to the section of the proposed anti-smoke ordinance, which provides that a smoke enter any steam boiler noke is emitted, "in order to observe roduced, and any person hindering or bstructing him in the performance of uch duty shall be deemed gullty of vio-Even those who favor the enactment this provision. They hold that it is none of the inspector's business how or why the smoke is caused, but that it is caused. It may be through the fault of the en-gineer or stoker, as is generally the case, or it may be the fault of the quality of onl used or the smoke consuming device installed. Those questions are not to be decided by the inspector, but by the held liable for exterior conditions and cern to smoke inspectors.

at no April and said ordinates is enacted (no wed an dimerore)

The Post Express.

See Your Alderman.

ees of the Common Council will hold a joint meeting this evening and listen to anti-smoke ordinance. Some opposiis necessary, therefore, that those in fa vor of having a clean and beautiful, as well as a prosperous, city, should bestir themselves, and make their senti

The Post Express would not urge the that it would result in injury to the business interests of the city. find that the owners of some of the largest manufacturing and office building in the city have introduced smokeconsumers of their own free will, and for economy's sake, and that they are bearing willing testimony not only as to the practicability of smoke consumers but to the fact that they result in a saving of fuel. Some years ago an ordinance rigidly enforced might have led to harm; but the case seems otherwise smoke-consumers would not be a hardship, if we may accept the testimony of many of our prominent business men. .

MANY ARE SIGNING. Two Thousand Names on Smoke Ordis

From Yesterday's Last Edition Up to noon to-day the petition in favor f the proposed smoke ordinance circu-ated by the Chamber of Commerce had een signed by two thousand names. everal hundred more signatures are ex-ected before the time for the public

The heads of some of the largest many facturing interests of the city, who are opposed to the ordinance, are no less active. They say that their remonstrates strance, to be presented to the council committee to-morow night as an offset to the Chamber petition, represents three-fourths of the manufacturers of the city who create their own power and a capital of more than \$40,000,000 invested

The brewing interests to a man, many The brewing interests to a man, many officials of the Rochester Light and Power company, Benjamin E. Chase, treasurer of the National Casket works, Curtice Brothers company, Hubbard & Eldridge, E. W. Peck and Ralph Gors-line are among the important business representatives opposed. A letter was received at the Chamber of Commerce rooms this morning from L. B. Eddy & company pointing out that the ordinance would be a most oppressive burden on those who operate small plants, not only as a matter of expense, but also because of the destructive effect of steam jets

The special smoke committee of the

Local Council of Women, who assemb mittee favoring the adoption that a large number of ladies wil

of the old plants of the city so that the new stokers can be used satisfactorily. They say a law should be enforced against newly constructed plants only, and then, in the next five or ten years, the matter will adjust itself, as the old

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To the Honorable the Common Council of the City of Rochester, N. T.

The undersigned citizens and property owners of Rochester respectfully petition your honorable body to as soon as possible pass the ordinance introduced by Alderman Westbury for doing away with the soft coal smoke with which Rochester is now afflicted.

hearing, before the aldermanic committee having the bill in charge, at the Com-mon Council chamber to-morrow even-

Chamber of Commerce will meet this afternoon at 4 o'clock to consider an amendment to the draft regarding the right of a smoke inspector to enter buildings and inspect boilers. This particular clause of the bill has been the subject of much opposition from im-portant interests that otherwise favor

the ordinance. This objectional feature will probably be eliminated.

A petition favoring the ordinance will be circulated among the members of the Level Council. at the Chamber of Commerce this after-noon for the regular meeting of that organization. It is expected that many o the women will sign it. The Woman's Educational and Industrial union has sent a communication to the aldermanic ester," the housekeepers. It is expected

> C. Barry will also speak for the ordi three-fourths of the manufacturers who create their own power, will be on hand with a remonstrance against the pas-sage of the ordinance as it stands, Many of these gentlemen say they are not op posed to the abatement of the smok broad grounds, but main

THE POST

TO RALLY IN FORCE

The public hearing before the alder

manic committee of the Common Coun

cil having the proposed anti-smoke or

dinance in charge, is called for this

ning at 7,20 o'clock in the Communication that the City hall.

large representation from the reti business interests of the city and mor than a thousand women, representing "the greatest industry in Rochester,

that of housekeeping, will rally at the gathering in support of the measure Clinton Rogers, president of the Roch

been laboring hard in the interests of the ordinance from the first, will give sta-tistics, secured during a tour of Roch-

sent to him from other cities, to show the utility of mechanical stokers in abat

needlessly oppressive in that it places

moke and saving coal.

il the responsibility on owners of buildings and employers. Then they think the operation of the ordinance should be smaller, old plants now in existence are not adapted to the use of smoke con

Draft Is Amended.

As exclusively forecast in The Post Express last Saturday, the special smoke Housekeepers and Retailers Gunning for Smoke Nuisance. committee of the Chamber of Comm inspector. The original draft allowed him to enter buildings and boiler rooms. This provision has been stricken out. President Rogers said this morning that Former Expect to Muster a Thousand Strong at Aldermanic Hearingno other change had been made dinance-Measure Commended.

confined to morehants, manufacturer and organizations of women who started the organization for abatement. Bichard H. Lansing, law stenographer and at-

'As an office man in contradistinction hall with delight the passage of the or many cases, serious injury. weight as my voice may have in ap-proval of your good work, I certainly give with all the vigor I have. It is a matter of great surprise and morti cation that any resident can have so lit the civic pride as to oppose such a commendable move for the health, clean ness and beauty of our city, inasmuch as smoke consumers are not going to de-stroy the profits of any business."

Rev. Charles B. Chapin, pastor Westminster Presbyterian church

decided, whole-souled, vigorous protes things in connection with Ruchester

First, that it is a beautiful city; second, that its beauty is sadly marred by the miserable soft coal smoke that comes ens should rise up and suppress."

Beauty of Rochester.

As regent of Irondequoit chapter, D. A. R., Susan R. Hoyt says she speaks for the ordinance in behalf of 300 members, commending the earnest effort of the Chamber of Commerce to bring about a better condition of affairs. Rev. W C. Gamett, pastor of the Uniarian church, writes:
"I think the beauty of Rochester is

one of its greatest assets, one that gives reputation and attraction in the eyes of the world, one of the things that de-serves most to be cherished, therefore, even for its financial value. So I caraestly hope that the proposed smoke ordi-nance will be passed in some form that will give all those interested in maintaining the smoke at the expense of the

Jane E. Rochester writes: "As a citivishing to further the best interests of f adding my name to the list of those titioning our Common Council to pass

rooms from Miss Julia Griffith and Kathrine Montgomery Osgood.

Express appeals to every good hot ceper in the city. Not only through the batement of the smoke nulsance can the beauty and cleanliness of the city b housekeeper be rendered infinitely less arduous and trying. To her, life is made The Local Council of Women took up

the discussion of the smoke nuisance at its meeting yesterday afternoon. Mrs. C. A. Parsons spoke briefly of the excellent results obtained in other cities, where smoke abatement ordinances are in force and indorsed mechanical con-trivances for doing away with the nuisance. One of the Chamber of Com-nerce petitions was brought to the necting by Susan B. Anthony and nearly ill the women present signed it.

SMOKE INSPECTORS NOT NEEDED.

It is easy to understand that the apointment of a smoke inspector under the ageous to the man named to draw the salary, but the benefit to the city at large s not so apparent.

proof of the offense will blacken the sky where all men may see and comprehend may be dealt with as such under the lay here would be no lack of complainants it perfectly safe to assume, and if the offender were not brought to book it would

e the fault of the city authorities. The appointment of a smoke inspector nder the circumstances, seems wholly and indefensibly superfluous. When the citizens begin to complain that their taxes are too low the creation of such an office

As a matter of fact. Mr. Stocher declares, the improved smoke-consum ing devices save from 10 to 20 per cent of coal, which means the paying of large interest upon the investment. These devices consume from 80 to 90 per cent, of smoke. It is maintained that this saving of waste to the manufacturer, on the one hand, will be a benefit to local manufacturers rather than a detriment, while, on the other hand, the improving of the sanitary conditions of the city and of its cleanliness by the elimination of the smoke ruisance ought to increase the attractiveness of the city to new manufacturing interests. Surely the increasing of the comforts of living in a city tends to attract population and increase the general volume of busi-

Mr. Stecher makes a strong point when he declares that if the antismoke ordinance men had attended the meetings held to discuss the project of abating the nuisance and had heard the testimony, authoritative measure, they would not have a leg to stand upon,

a constant grief to see its buildings tarnished, its atmosphere polluted, good housekeeping rendered impossible and the

creased by the clouds of black smoke that constantly hang over our city and permeate our homes. "That the relief promised by this ordi-

nance may speedily come, is the earnest wish of the Daughters of the American

Those manufacturers who are opposed

Power Company, Benjamin E. Chase,

treasurer of the National Casket Works, Curtice Brothers Company, Hubbard &

Eldridge, E. W. Peck and Ralph Gors-

line are among the important business representatives opposed.

mittee at to-night's meeting. They

burden and expense of living greatly in

The smoke ordinance ought to pass without fall at the Council meeting

MANY SIGNERS

Ordinance Petition.

Manufacturers Say Their Remon

Nearly 2,000 names have been secured to the Chamber of Commerce petition favoring the smoke ordinance, which has been introduced in the Council. The petition will be presented to the Aldermanic committee at the public hearing on the ordinance to-night in Council

At a meeting of the Smoke Committee of the Chamber of Commerce yesterday afternoon the ordinance was given further consideration. Little was given out for publication. It was learned, however, that several changes will be made in the ordinance. One of these will relate to the smoke inspector, who will not be permitted to enter factories to make an inspection under the provisions of

"Your favor of the 19th came duly to hand, and notice, while you disapprove the conditions now existing in reference

of changing your opinion,
"I believe most of our manufacturers
are too careless in looking after their
steam plant, and do not visit the boiler room in months, on account of being too busy. We are the users of one of a num-ber of improved devices, where from 80 to 90 per cent of the smoke can be avoided, and a saving of from 10 to 20 per cent of coal can be made, which will pay a large interest on its investment, we have reports from at least ten of our large manufacturing plants to this effect —theratore I believe in place of injuring the manufacturing interests of the city

"I also believe it will be a great benefit to the city at large and will be the means of making our city still more beautiful and thereby rather increase our manufacturing interests, in place of decreas ing. I am interested in the city's welmanufacturers, the same as you are

The following statement by the Daurhters of the American Revolution was

ing plants of Rochester is still before the Common Council. Considerable discussion of the merits of this ordinance has been had, and for the purpose of this consideration of the question much time has been given. We think that this delay has been quite ample for the presentation of all the arguments against the proposed enactment. The question whether Rochester will rid itself of the irritating and costly smoke nuisance ought to be speedily decided, Such opposition to the ordinance as exists in the

community would probably be found in

resistance to any effective plan for the

elimination of coal smoke, so that time

spent in attempts to amend the ordinance

as it now stands would, very likely, be

The Anti-Smake Ordinance.
The ordinance which has been pro-

posed to compel the attachment of smoke

consuming devices to the soft coal burn-

It is plain that the enactment or the

jection to the ordinance. We believe the opposition that has made itself heard is founded either in a narrow view of the city's best interests, or in a misconception of the value of pure air and clean homes and shops to life in an urban community. If this is true, this onposition should be disregarded, and the ordinance passed.

History Cor the Present business interests injoying special public privil-

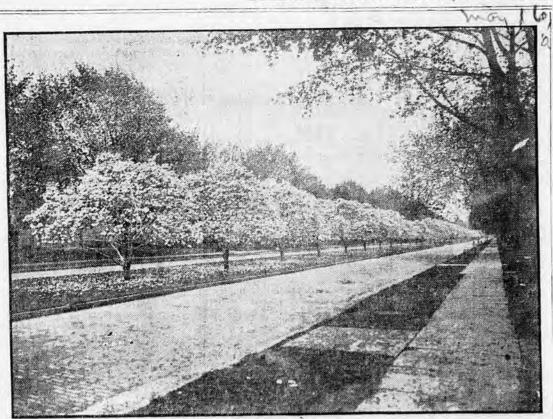
tention to the fact that it represents \$40,000,000 of capital, though less than a hundred distinct interests, and yet complain that it will find it a hardship to go to the expense of adopting a moke consuming device, though assured from experience by interests that do not boast of their capitalization. that there is from 20 to 30 per cent, profit in the venture,

It is not consistent that firms, which are of no more benefit to the city than other firms of equal proportions that are using smoke consumers, and recommending them as economical and salutary, should oppose the proposition of adopting them themselves on the mere score of expense regardless of the general public interest.

It is unfortunate for the opposition to the smoke ordinance that in boasting of its \$40,000,000 capitalization it should call attention to the heavy taxes it pays. Almost three-fourths of that capitalization must represent the Rochester Railway & Light Company, which is on the opposition's petition, capitalized at \$27,900,000. It will be difficult to make the people of Rochester believe that the taxes paid by this \$27,000,000 enterprise are heavy in proportion to the privileges it enjoys.

When you offset the list of firms of Rochester that favor smoke-consuning devices with the list of those presented as opposing and consider the benefits of each group to the community, there is at least a balance. Then you have the formal petition of 22,000 citizens in favor of a smoke ordinan to consider, and the fact that the proposed ordinance is similar to those in successful operation in other cities, and the testimony of public-spirited manufacturers from actual experience that the smoke-consumer not only saves fuel but aids in making a city more attractive to business. In view of this large preponderance in its favor there ought not to be any besitation about adopting a smoke ordinance.

THE EVENING TIMES, TUESDAY



MAGNOLIAS IN BLOOM IN OXFORD STREET.

Oxford Street, with its row of magnolia trees in the center of the thoroughfare, presents a most beautiful sight. The above picture was taken yesterday afternoon and shows the trees in full bloom and the ground under them covered with fallen blossoms. Hundreds of persons pass through Oxford Street every day during the magnolia season to what is without doubt one of the prettiest sights of the spring season in Rock

THE SMOKE ORDINANCE CONTROVERSY

The affirmative and the negative re-

both had a hearing before the Public Safety Committee of the Common Coun cil Tuesday evening, and the discussion whatever else it proved or failed to prove showed how much positive testimony ca be presented on both sides of a question After reading what the opponents of the ordinance had to say an outsider might conclude that it was hardly worth while to spend any time on the affirmative; bu when the friends of the ordinance secured the floor they made out such a strong cas that one wonders what the anti-ordinance people could hope for in the face of such

Mr. Barhite's speech against the ordiunuce was a clever effort, but it impresse one as that of a professional pleader and carries much less weight than the practical letter of Mr. Eastman, who speaks from twenty years' experience in effort to secure a satisfactory smoke consume But Mr. Eastman admits that there are essful mechanical stokers on the mar het for boilers exceeding 100 horse power his contention being that there are non of established reputation suitable for boilers of under 100 horse power.

and President Clinton Rogers, of the Chamber of Commerce, declared positive ly, to quote Mr. Barry, that "with the smoke consuming devices of the presen day, which are within the means of the smallest manufacturer, it is possible to regulate the smoke, and not only do that but save expense in fuel." Mr. Rogers says: "I have carefully examined plants where five different smoke consumers are used, and they all work satisfactorily to

Would it not be a plausible, business like thing for the manufacturers who are fighting the anti-smoke ordinance to make a personal inspection of the devices in use in other establishments whose own ers and engineers contend that those devices are a complete success and in a year pay from 40 to 100 per cent, of their cost in the saving of coal? There is every reason to believe that the Eastman Kodal Company, for example, which has long been experimenting with smoke consumers would have every courtesy extended to its agents at the Bausch & Lomb Optical Works, where a smoke consumer is in successful operation. A list of similar devices in the smaller factories might be prepared and an investigating party of manufacturers opposed to the proposed ordinance could make a tour of inspection and satisfy themselves from personal ob-

This is not a question of theory or merely of sentiment, but of business econmy. If smoke consumers are coal say ers every business man at the head of an stablishment having a boiler and furnace ought to know it. It is a business propo sition as well as one relating to cleanly ness and sanitary conditions. It doesn't seem possible that so many practical men who say they have used smoke conand find that they prevent the escape of money-can be mistaken. If there is one umer on the market for large concerns and one for small concerns, then there is no longer any excuse for the smoke nuisance, and the proposed ordinance should be adopted and enforced.

No one need fear that Rochester is going to suffer from becoming a clean city. or that any appreciable business will be lost if an anti-smoke ordinance is adopted Some persons in discussing this matter have assumed that it was a sign of prossundged and begraned with smoke. It mies of the future, like the cleanest facturies and business establishments, will be the most prosperous ones. The time has arrived to put an end to the smoke abomnation. The proposed ordinance has been carefully drawn by conservative men. If in practice, it should be found defective it can be amended, or amended for good reason in advance; but some forward step

THE ROCHESTER HERALD, WEDNESDAY, MAY 17, 1905.

Hoyt & Company, Rochester Rullway and Light Company, Michaels, Stern & Com-pany, Allen Woolen Mills, Rochester

Stamping Company, O. T. Stary Company, Rochester Chemical Company, T. 3. Pritch-ard, president; Jacob Howe, W. H. Fitz-Simmons, Sill Stove Works, Smith Sash.

Smithons, Sill Stove Works, Smith Sash, Door Company, Monroe Browing Company, Flower City Brewing Company, Bartholomay Brewery Company, Genesee Brewery Company, Standard Brewing Company, American Brewing Company, estate of C. B. Woodworth, Cross Brothors & Company, Hathaway & Gordon, Nathan Levi, D. De Garmo, Rochester Lead Works, F. & C. Crittenden & Cowney, Company, Advisor, F. & C. Crittenden & Cowney, Company, Control of Company, Control of Company, Control of Company, Co

D. De Garmo, Rochester Lend Works, F. & C. Crittenden & Company, D. Armstrong Company, Thomas W. Finucane Company, Empire Moulding Works, James Cunningham Son & Company, C. B. Woodworths Sons Company, E. M. Upten Coal Company, J. Tichner, Tichner & Jacobi, John C. Hughes, C. F. Coburn, Burton Brewery Company, C. K. Newberry,

Railroad Interests

Attorney James S. Havens then spoke

for the opposition, representing the in-terests of the Buffalo, Rochester & Pitts-

urgh Railroad, He was followed by At-

forney Edward Harris, who voiced the same sentiments of opposition for the New York Central. Both men sail that they believed that it was not the in-

tention of any citizen of Rochester to ap-prove of anything which could operate

so as to harm the railroads, as this ordinance might. Mr. Harris also appeared for the Rochester Railway and Light Company and explained why it was sometimes necessary for the company's

plant to beich forth so much smoke when endeavoring to create a great amount of power in a short time. F. E. Reed, glass manufacturer, next

spoke and read the following letter re-ceived from the Eastman Kodak Com-

pany in response to inquires made by

"Mr. M. F. Reed, City.
"Dear sir: In reply to your inquiry
I beg to say that I am opposed to the
proposed anti-smoke ordinance at present before the Common Council for the
following reasons: There is no smoke

consumer applicable to boilers of say

which has been established for a suffi-

clent length of time to warrant its being introduced in such a summary manner.

We have been experimenting with so-

called smoke consumers for twenty years and during that time have kept pretty

well posted as to the different devices

offered. We have not hesitated to install

devices that we thought might prove

successful but up to the present we have not found anything that would stand

"We do not think that our experience

has been unusual for as far as I can learn there is not now in the market

any device of the kind with a national reputation. Very recently we have found a device which seems more promising

than any of its predecessors and have made a contract to equip our camera works boilers but even this device has

not been tried out long enough under all kinds of boilers to warrant anybody in

saying it was an absolute success, or to

warrant an ordinance calling for the enormous expense of putting it or a

imilar device under every small boller in

the city. The objections to some of the smoke consumers that have proved un-successful have not been limited to the

fact that they did not prove to be smoke consumers, or preventers, but that they led to the blistering of the boilers or the

rapid destruction of furnaces, causing shut downs and delays that are more

serious than the expense of the repair

directly involved,
'Another objection to the ordinance is

or and gives the inspector right of otrance into every boller and engine

oom. As far as the ordinance as draw

s concerned it does not state what means shall be employed to prevent

nance gives powers to the inspector which might lead to endless annoyance

innocent parties.
"You will observe that I have confined

my objections to the ordinance as re-ating to boilers under 100 h. p. It is well known that there are now a num-

ber of mechanical stokers which act as

smoke preventers that have attained a national reputation. They have already

been applied to a considerable number of

bollers in this city and as far as I know are in successful operation. I think an

rdinance providing that no boller of 100

p, or over should be installed without

a mechanical stoker would be a reason-

smoke and I see no occasion for an in-

that it creates an office of smoke inspe

prolonged tests.

SMOKE ORD/NANCE WAS DISCUSSED

But Counci Committees Took No Definite

LENGTHY MEETING

Attorney John A. Barhite Represented \$40,000,000 of Strong Opposition.

BACKET BY LONG LIST **VF BUSINESS INTERESTS**

From 7:30 until 11 o'clock last evening. those who favor and those who oppose the roposed smoke ordinance fought a ver'al battle before the Public Safety an Law Committees of the Common cencil in the council chamber. There ere many speakers for both sides, the om being filled with a crowd of inrested non-participants in the debate, hes later stood the strain of oratory lantly until after 10 o'clock, then one r one stole away until only those most derested were left. It was announced by Chairman Kenealy that it was then too late for the joint committee to go into a business session, and so nothing definite was the outcome of the meet-

Ing last night.
Attorney John A, Barblie was strong in the opposition, stating that he represented concerns whose capital would sum up to more than \$40,000,000. His was the leading speech for the opposition. For the ordinance President Rogers of the Chamber of Commerce first introduced William C. Burry, who spoke at length. Petitions signed by upwards of 23,000 citizens and business concerns were also piled up before Chairman Kenealy,

Attorney Barbite set the ball rolling for the opposition, saying that although he did not wish to oppose any scheme which seemed in anyway beneficial to the prosperity and welfare of the city he was of the opinion that the ordinance which had been drafted was drawn up with a view to forcing apon the larger manufacturers something which they could very easily afford, needed or not, but which at the same time would crush the smaller dealers and would be the means of keeping a great many desirable industries out of the city. The men whom he represented, he said, were men who had done a great deal for Rochester, who not only supported their own familles and paid heavy taxes, but by the industries which they represented supported thousands of other families as well. He thought the committee would do well in heeding any petition from

Mr. Barblio then attacked the ord nance it self on legal points. He said that once such an ordinance was in effect there would be no way of stopping its aperation in a pelty way, that the house-holder whose klichen chimney smoked in the morning when the fire was built would be liable to prosecution the same as the manufacturer. He said there was no real efficient smoke consumer in existence; that smoke made by factories was largely due to poor work on the part of engineers who overloaded the furnaces. He doubted who would be the proper person to fine in a case of this kind, the engineer and fireman or the manufacturer. Then he applied the facts to the ratiroads which operate in Boch-

"Let us have an ordinance which wi affect all alike and will be fair" was hi ery. "Meet and draft a new ordinance which can be sensibly operated and will stand the test of law." Mr. Barhite read the following list of firms opposed to the ordinance and whom he represented Whitmore, Rauber & Vicinus, J. Hunger

W. P. Davis Machine Company, Rochester Glass Works, F. E. Reed; Rochester Sewer Company, R. H. Gorsline; estate of H. Gorsline, R. H. Gorsline; Clum & Atkinson, Griff D. Palmer, Walter B. Dutfy, Moseley & Mottey Milling Company, H. D. Stone Company, J. G. Davis Con-pany, estate of J. Emory Jones, G. C. onkins; Eee Brothers Company, Manufacturing Company, Adolph Spiehler, C. C. Beahan, C. T. Crouch & Son Com-C. C. Beahan, C. T. Crouen & Son Com-pany, Anthony Baking Company, National Casket Company, Benjamin E. Chase; Archer Manufacturing Company, George W. Archer, The John Siddons Company, J. Rogers, secretary and treasurer; Briggs Brothers & Company, Crossman Brothers, Enterwise Company, Consum, R. H. Von. Enterprise Foundry Company, R. H. Ver-

lan, president; Otis Elevator Company, F. B. Graves, manager; William B. Morse Lumber Company, John Hofman Comable, practical and beneficial thing; and that the changing of old bodiers and the equipment of small new bodiers could with advantage be left open for a few chant; Brewster, Crittenden & Company, ors longer, until devices commended could be tried W. A. Wilson Muchina Company, Bantleon Brothers Company, Chapman & Goetzman, Stromberg-Carlson Telephone Manufacturing Company, Thomas W. Finu-Small Consumers Responsible. manufacturing Company, Thomas W. Finn-cane, treasurer; George Welden, R. F. B. Company, L. N. Guer, manurer; W. W. Morrison, Hollister Lumber Company, N. C. Demond, treasurer; Vacuum Oil Com-pany, J. W. Gillis Company, C. A. Bruft, treasurer; Woodbury Whip Company, Rochester Machine Screw Company, John O. Martigler, Course Pro-Frank G. Newell of the Empire Mould-ng Works said that he believed that oal strike and that it was largely me O. Hartjelder, Curtiee Brothers, Company, John
O. Hartjelder, Curtiee Brothers, Company,
Union Textile Manufacturing Company,
Miller Cabinet Company, Henry Likly &
Company, J. A. Hinds & Company, William H. Duffet, president, Matthias Kondolf, Hubbard & Eldredge Company,
Brooks-Morley Company, Atlante Stamping Company, Stein Rober Company, New
York Stain Saver Pice Company, New using the soft coal, "Let them be asked or made to go back to hard coal," he said, "A great deal of the smoke comlained of comes from chimneys used York State Sewer Pipe Company, Hickey & Freeman Company, Copeland & Durgin Company, Co-operative Foundry Company, Standard Sewer Pipe Company, Williams,

only over heating furnaces."

Others who spoke in the opposition were John Bradley, secretary of the Barthelomay Brewing Company; Dr. Orrin T. Stacey and R. F. Gorsline of the Bochoster Sewer Pipe Company. was then asked, and Mrs. W. A. Mont-somery replied briefly. She said that she was certain that the ladies did not desire to advance anything which would be detrimental to Rochester industrially, but that the smoke nuisance was perhaps more of a nulsance to them than to the men. She believed that were here less smoke every family would be enabled to save money now paid for new clothing and for clean clothing.

thing that can be done," she said Mr. Barry Introduced.

"Let us all get together and do the best

President Clinton Rogers of the Cham ber of Commerce then introduced Will-iam C. Barry, who made a strong plea in behalf of the ordinance, or of some similar ordinance. "Although the law-yers may attack it," he said, "let it be put in operation and then in any places where it proves undesirable after it has been tried let it be amended. The very trees, shrubs, plants and grass repel this smoke, he continued, and voice their re-pulsion mutely by refusing to put forth their leaves and blossoms. How much worse it must be for men and women, beys and girls," Mr. Rogers thought it not at all

strange that so many people suffered from tuberculosis and were compelled to go into a purer atmosphere. He also said that the ordinance was by no means a new thing, but was similar to ordinances in operation in Syracuse, Detroit Toronto, Minneapolis, and many other

A Practical Ordinance.

Mr. Rogers said that he believed from is investigation that there are a great any stokers and smoke consumers iich were of practical value and could he purchased and installed at very small be purchased and installed at very small expense. He also held that these were in most cases worth the price paid for them in saving of fuel. He closed by asking that the committees report favorably upon the ordinance or prepare some new ordinance which would embrace everything desirable and climbrate everything throughly or the committee of th climinate everything impossible or im-

F. A. Stecher, chairman of the Chamber of Commerce smoke committee, then spoke, and was followed by Colonel James S, Graham, who told of his ex-perience with stokers and consumers. A. Hagen of the Star Palace Laundry Company was another voice heard in favor of the ordinance, also Charles Dun-liam, chief engineer of the Bausch &

President Rogers of the Chamber of ninerce occupied the remainder of the a until adjournment. He read exracts from various city reports of cities where there was a smoke ordinance in operation; also read from reports of health officers in those same cities and letters from city authorities and from manufacturers who were using the

President Rogers' Speech. Then taking up the local question, he

Wasto of Fuel.

"First, all of the dense smoke going out of the chimneys megas so much waste of fuel. It means a waste of any-where from 10 to 20 per cent of power lost. Second, this great quantity of soot and smoke spreading over a large part of the city injures a vast amount of merchandise in stores and in private houses to the value of hundreds of thousands of dollars annually. It requires an enormous amount of extra w small house and does her own work or has a large house with servants to do most of her work) in order to keep her

"In addition to all this and perhans this, at least nine tenths can be stopped and money saved to the manufacturers or any parties using soft coal. I wish his committee would go to two or three different plants and see the difference beween the amount of smoke coming out f the chimneys with and without the smoke appliances attached to the boller, and I believe they would need no further evidence to satisfy them that this ordinance ought to pass.

Has Visited Plants.

I visited several plants last Fridayone of them wa sthe Rochester Sewer Pipe Company on Oak Street, While there with Mr. Gorsline he had the boil tached, and later one without it, and

tonight a way very stillion

Nearly 2,000 Names on Smoke

OPPOSITION ALSO VERY BUSY

to the ordinance say they will present a strong remonstrance to the aldermanic Leget fragtly 6 10 1 declare it will represent the sentiments of three-fourths of the manufacturers strance Will Represent at Least of the city who create their own power Two-thirds of the Industrial Trade and a capital of more than \$40,000,000 and a Capital of More Than \$40,invested in the city. The brewing interests to a man, many officials of the Rochester Light and

000.000-Ordinance To Be Changed

At a meeting of the Local Council of Women in the Chamber of Commerce yesterday afternoon the smoke ordi-nance was discussed. Mrs. C. A. Par-sons chairman of the Public Health Committee, demonstrated the improvement in other cities through the pas-sage of a smoke law. All of the women present signed the Chamber of Com-

By F. A. Stecher.

In a communication to W. P. Davis president of the W. P. Davis Machine Company, F. A. Stecher, chairman of the smoke committee of the Chamber of nerce, says:

to the smoke nuisance of our city, you think it unwise at this time to pass the ordinance, for the reason that you think it will injure the manufacturing intertwill injure the institute and in the sests. It seems to me that you are not fully posted in reference to a remedy to stop the smoke nuisance, and if you had attended a few of the meetings of late and listened to a large number of manufacturers and their engineers, located in our city, as to their results by using improved devices for the preven-tion of smoke and the saving of labor and fuel, it might have been the means

It will be a great benefit to them to make

anything to their detriment,"

Statement by D. A. R.

given our vesterday: wish to express their patriotism by i class to express their patriolisms to express the anti-smoke ordinance pre-tented by the Chamber of Commerce.

"With the best interests of our once

ordinance would accomplish several undoubted benefits to the public of Rochester. It would rid the air of the most harmful elements of the fumes from the factories, thus reducing the contributions of coal smoke to ill health and disease and to the cost contingent upon them. clothing and of home easy, instead of making it, as it now is, a subject of constant attention and a source of continual expense. For these reasons, it would make life in Rochester more attractive to outsiders because it would make it more decent and more enjoyable for those who are already here. In addition to these general benefits, the employment of smoke consumers by the manufacturing plants of this city, if we may

judge by the experience of other cities,

would materially reduce the cost of fuel consumption and would thus be a source of economy rather than of additional ex-

We can see no tenable ground for ob-

UNION AND ADVERTISEI

MAY 17, 1905.

OPPOSE SMOKE

Scores of Big Manufacturers

Protest Against Adoption

of Law.

John A. Barhite Appears for Ob-

jectors Before Council Com-

mittee-George Eastman

Opposed to Ordinance.

Says He Has Found No Smoke Con-

sumer Which Would Stand Pro-

longed Test-Committee

Takes No Action.

The joint meeting of the law and pub-

Council last night to discuss the smoke

ordinance developed such strong oppo-

sition to the proposed law that it is

doubtful if the committee will report on

the matter next Tuesday night. A re-

by scores of big manufacturers was pre-sented by Attorney John A. Barbite,

while the Central rallroad, Buffalo,

Rochester & Pittsburg road, Rochester

Rallway and Light Company and other

ure. The committee listened to argu-

ments for and against the smoke law for

nearly four hours, and it was then too late to decide upon any course of ac-

nan Kenealy and Aldermen Malley,

Durnherr, Ernst, Westbury, Craig, Seiler and F. A. Ward. President Edgerton of

the Common Council was also in attend

ance. The council chamber was filled to the doors with those arrayed for and

against the ordinance, a large number of

man Kenealy said the hearing was called to listen to objections to the ordinance

Attorney John A. Barhite first took the floor, stating that he was present to ob-ject to the ordinance for manufactu-

"I am here to represent those who op-

I am not here to oppose anything that tends to the prosperity of the city. I am not here to oppose a proper ordin-

facturer as well as the large manufac-turer can do business without being op-pressed. If the ordinance is to be passed

we want one that can be enforced, and

been my lot to represent so much wealth

In one proceeding—wealth not locked up in trust companies and safety deposit vaults, but wealth used in maintaining

and increasing the material prosperity of the city of Rochester. The men whose names are attached to these petitions are the men who do things, the men who

make things, as distinguished from those who simply sell things. They are the backbone of our municipal life. They are the men who make two blades of

lifes and pay thousands of dollars of

taxes every year, but they support thou-sands upon thousands of our working men and their families. They are the

men whose protests you cannot afford to ignore if you have the prosperity of the city at heart. They represent forty millions of capital. They are as patri-

otic a body of citizens as you have in

and you must see that while you are fair

grass grow where one grew before.
"They support not only their own fam

the ordinance under consideration can-not be enforced, because it is illegal.

the ordinance under consideratio

capital. Mr. Barbite said in part :

ance, one under which the small m

representing \$40,000,000 of invested

ladies being present.

In calling the meeting to order Chair-

nonstrance against the ordinance signed

ORDINANCE

BUSINESS MEN

I believe the amount of smoke emitted from that stack was a hundred times greater without the appliance than with it. They have two bollers of two hun-dred horsepower each. This is a very simple and inexpensive device, costing \$300 for the two boilers. They burn about \$4,000 worth of coal per year. They thad an official test made last year and it showed a saving of a little more than 10 per cent of fuel. That means \$400 a year saved in coal and the device costs only \$300, and it will not cost \$2 a year to keep it in repair. This smoke con-sumer is already paid for and they are saving \$400 a year by using it. The de vice can be placed on any boiler in this city. It stands out about six inches in front of the boiler and that is all the room it requires. This smoke consumer, it is claimed, saves 85 per cent of the smoke. The large stokers that cost six to eight hundred dollars will save, they claim, from 95 to 98 per cent of the smoke, therefore all large users of coal, say from four tons per day up, might put on their plants. They will pay for themselves in from one to two years ac ly save more after it is once paid for

Profitable Investment.

"In fact it resolves itself into this, a gumers will pay from 40 to 100 per cent on its cost. This is the way to look a are used and they all work satisfactorily manufacturers whom I have known fo many years to go and examine these devices, some of them said, "No smoke consumer can be placed on my boiler". others said, "We have been running shall be glad to put in smoke consumers

Ample Proof Cited.

"My associates in this (the members of the smoke committee) are all using some kind of smoke consumer in their business, five different kinds being used by them and all the members of the smoke committee are either large manufacturers or have very large interests in real estate, and all of us have such interest in the growth and prosperity of Rochester as any nine men you can select. We have looked into this. We know that appliances can be at-tached to old boliers as well as new ones, and with a large saving to the owners.

atlemen, most, if not all, of the cities of any importance throughout the Northern states have smoke ordinances. For the benefit of the manufacturers themselves, for the housekeeper whether she be vich or poor; for the improvement of the atmosphere in our beautiful city, and last but not least, for the health of our city, we ask you to make a favorable report to the council of which you are so large a part. If this ordinance is passed, I believe that fully half of the smoke will be abated he-fore snow files next November, but if it is not passed we need look for no relief." In addition to the large list of names pre-

sented to the council committees by Chamber of Commerce committee, which sent out the petition for signers, the fol-lowing companies were selected from the list as being representative of the largest interests and capital. These names xere presented as an offset to the list rend by Mr. Barlite. The names follow:
McDonnell & Dumond Company. Wile

Power Gas Company, Rochester Artificial imb Company, Charles P. Ford, McCurd & Norwell Company, E. P. Reed & Co., Smith, Bier & Gormly, Burke Fitz Simons, Hone & Co., Louis Holz & cons, Estate of Hram Sibley, Taylor Brothers Compa Woolworth & Co., B. Rothschild & F. W. Woolworth & Co., B. Rothschild & Co., B. H. Bacon Company, Chase Brothers Company, The VanBergh Silver Plate Company, United Shoe Machinery Company, Moore & Beirs Company, Solomon Brothers & Lempert, Bickford Brothers, J. A. Seel Company, Fraley & Carey Company, E. E. Bausch & Son, John Craig Powers, Oaks & Calhoun, The Sunderlin Company, Barnard & Simonds Company, Barnard onds Company, Howe & Rogers Co. & Simonds Company, Howe & Rogers Com-pany, International Button Company, R. A. Sibley, A. J. Townson, Stecher Lithograph-ic Company, C. T. Ham Manufacturing Company, A. T. Hagen, Rochester Candy W ks, Allen Nursery Company, Levi Hey, The Glazier Headlight Company, Bickford-Schantz Company, George C. Buell, W. H. Glenny & Co., Joseph T. Alling, H. B. Grayes,

MAY 17, 1905. Post Ex

LARGE FIRMS IN OPPOSITION

Industrial Leaders Divided on Smoke Ordinance.

MANY PRESENT AT THE HEARING

John Barbite Voiced Opposition by \$40, 000,000 Capital--Mr. Eastman's Views -Friends of Ordinance Talk.

Arguments for and against the proposed anti-smoke ordinance, which were in turn apparently voiced with the honincerity of the speakers, and were stated, were heard by a large assem

have to adjourn to some other time t consider the matter. Hon, John A. Bar hite was heard first, as representative of forty or more of the larger manufacturing companies of the city who are opposed to the ordinance as drafted, or to certain of its provisions. Mr. Barbite first told how the enforcement of suc an ordinance would injure the industria conditions in the city and cause other manufacturers to shun the city.

Men Who Do Things.

In that connection Mr Rarbite said: In that connection Mr. Barhite said:

I am here to represent those who oppose
the ordinance under consideration.

I am not here to oppose anything that
tends to the prosperity of the city. I am
not here to oppose a proper ordinance, one
under which the small manufacturer as
well as the large manufacturer can de
business without being oppressed.

If the ordinance is to be passed, we want
one that can be enforced, and the ordinance under consideration cannot be enforced, because it is lilegal.

I may say at the outset that I am proud
to represent the clientage which I do here
to-night. It has never before been my lot
to represent so much wealth in one proceeding—wealth not locked up in trust companies and safety depost valuts, but wealth
used in maintaining and increasing the
material presperity of the city of repre-

do things, the men who make things, as distinguished from those who simply sell distinguished from those who simply sell distinguished. The the buckhose of our own are the process of the men who make two blades of grass grow where one grew before. They support not only their own families and pay thousands of diolars of taxes every year, but they support thousands upon thousands of our working men and their families. They are the men whose protests you cannot afford to ignore if you have the prosperity of the city at heart. They represent forty millions of capital. They are as patriotic a body of citizens as you have in the municipality.

You are engaged in a serious matter and you must see that while you are fair and just, you do nothing to make Rochester a less favorable field for manufacturer in Rochester for the past few years has not been a happy one. I am serry to say that the impression has gotton abroad that our city is not a favorable place for manufacturers to locate. Let us do nothing which will strengthen that impression, but let us do something which will strengthen that impression, but let us do something which will prove that the impression is not well founded.

I noticed in one of our papers the other day a communication in favor of this proposed ordinance which stated that the capital invested in the application of the communication of the city more than equaled the capital invested in our manufacturing enterprises. That may be true, but it occurred to me to ask the authors of this communication how much capital invested in the process interests and enterprises of the city. It was the first that we have been a server to be a server to be a server of the server.

17. I think you will agree with me when it that it is much better to have a home though it may be a little smoky, than it to have no home at all.

Should Be Fixed Over.

Concluding his remarks, Mr. Barhite recited what he considered to be une stitutional shortcomings proposed .r dinance and how persecution might one to the householder whose chimney yould smoke after a fresh fire had bekindled and how the engineers and fire men on the railroads would be liable to punishment, although sinoke cor ers could not be used on locomoti Mr. Barbite urged that a new ordinance

The speaker ridiculed the section pro The speaker ridiculed the section providing for the appointment of an inspector, saying that smoke coming from a factory or other chimneys would be discovered as well and more quickly by persons living near the factory. An inspector's salary, he said, would be at other burden upon the taxpaying com

The ordinance was designated as im practicable, especially in its application to railroad locomotives, by James S Havens for the Buffalo, Rochester and Pittsburg Railroad company, and by Ed ward Harris for the New York Centr Railroad company and for the Roches ter Railway and Light company. Mr Harris sald that it was someting essary that much smoke should emi-from the stacks of the latter company when the generation of a great amoun of power was desired quickly.

Letter from Googe Eastman.

A letter that was heard with deep in-terest by all, was read by F. F. Reed glass manufacturer. The letter was re-ceived by Mr. Reed from George East-man, and while Mr. Eastman did not voice his opposition to an anti-smoke ordinance, he criticised the proposed ordinance as unsatisfactory and coun-seled reasonable delay until it might be learned whether a successful stoker obtained. Mr. Eastman's letter is

be obtained. Mr. Eastman's letter is as follows.

Dear Sir-In reply to your inquiry I beg to say that I am opposed to the proposed anti-smoke ordinance at presont before the Common Council for the following reasons; There is no smoke consumer applicable to boliers of say 100 b. p. and under, the reputation of which has been established for a sufficient tensth of time to warrant its being introduced in such a summarry manner. We have been exterimenting with so-called smoke consumers for twenty years and during that time have kept pretty well posted is to the different devices offered. We have not healthfully long the summarry manner. We have been exterimenting with so-called smoke consumers for twenty years and during that time have kept pretty well posted is to the different devices offered. We have not healthfull for my pretty well posted into the fillerent devices offered, but up to the procent we have not found anything that would stand prolonged tests.

We do not think that our experience has been unusual, for as far as I can learn there is not now on the market any device of the kind with a national reputation. Very recently we have found a device which seems more promising than any of its predecessors and have made a contract to equip our camera works bollers.

The ordinance gives powers to the inspector which might lead to endless annoyance to innocent parties.

You will observe that I have confined my objections to the ordinance as relating to bollers under 100 h. p. It is well known that there are now a number of mechanical stokers which act as smoke preventers that have attained a ustional reputation.

delegation of women, last night at the hearing held by the public life and law committees, jointly, of the committ

criticised by Frank G. Newell, of the Empire Moulding Works, who said that the smoke nulsance, as it has been called, became a pronounced nuisan when soft coal came into greater use be cause of the strike of anthracite coa miners several years ago. The chief offenders, however, said he are not the manufacturers, but the merchants, hotel proprictors and owners of apartment houses, who use soft coal for the gennouses, who use soft coal for the gen-eration of steam for heating their build-ings. John Bradley of the Bartholo-may Brewing company, Dr. O. T. Stacey and R. F. Gorsline and some others. spoke in opposition to the proposed ordi-

For the women in attendance, the spokeswoman was Mrs. W. A. Montgomery, who said that the women of the control are any peanoned action city would regret any proposed action that would injure the industrial and commercial progress of the city, but she said the smoke was more of an uggravation to women than to men, probably that with less smoke, clothing would wear longer and keep clean longer. William C. Barry, in behalf of the or-

dinance, said that the trees and flower make mute protest against the clouds of ill-smelling and offensive smoke that is circulated in the atmosphere, by refusin to open and put forth leaves and blos-soms. It must therefore be much worse for human beings to take in the smoke that the plants refuse to take in This argument prompted President Clinton Rogers of the Chamber of Commerce and father of the ordinance, i observe that it is not strange that many persons suffer from tuberculosis and seek other atmospheric conditions.

The ordinance was upheld by F. A. Stecher, chairman of the special committee of the chamber, by Colonel James S. Graham, A. T. Hagen, Charles Dur ham, chief engineer for the Bausch & Lomb company, and others. Then President Rogers spoke at length for the adoption of the ordinance; contening that the deuse emission of smok from chimneys meant a waste of fue anywhere from 10 to 20 per cent. loss o power; that when the soot and cinders are cast over the city, the damage to furnishings and merchandise is heavy that a great amount of additional worl is imposed upon housekeepers, and more important than all else, the health of the community is jeopdarized.

Soon Pay for Themselves,

Mr. Rogers repeated and emphasize the statement that smoke-consuming of cific case, he said regarding appliance in use by the Rochester Sewer Pipe com

I visited several plants hast Friday—one of them was the Rochester Sewer Pipe company on Oak street. While there with Mr. Gorsline he had the bollers fired, one with the appliance attached and later one without it, and while it may seem incredible to you, yet I believe the amount of smoke emitted from that stack was a hundred times greater without the appliance than with it.

times greater without the appliance than with it.
They have two boilers of 200 horsepower each. This is a very simple and inexpensive device, costing \$300 for the two boilers. They burn about \$1,000 worth of coal peryear. They had an official test made last year and it showed a saving of a little more than 10 per cent. of fuel. That means \$400 a year saved in coal and the device costs only \$300, and it will not cost \$2 a year to keep it in repair. This smoke consumer is already paid for and they are saving \$40 a year by using it. The device can be placed on any boiler in this city.

A list of the names of many of the

A list of the names of many of the larger manufacturers in the city, who have installed or are in favor of obtaining appliances, and who have signed the petition for the adoption of the ordinance with some 2,300 other citizens, was

Men Who Oppose It.

Against the list of petitioners. Mr. Barhite when he concluded his remarks at the opening of the hearing, submitted a long list of those opposed; companies representing \$40,000,000 in capital, he de-declared. The names follow:

deciared. The names follow:

Whitmore, Rauber & Vichuss, J. Hungerford Smith company, Robert A. Badgor,
The W. P. Davis Mackline company, Rochseter Glass works, F. E. Reer', Rochester
Sewer The company, L. H. Gordhor; estate
Sewer The company, L. H. Gordhor; estate
Sewer The company, L. H. Gordhor; Chim,
A. Atthesio Criff, D. P. Lander, T. Ware, F.
Duffy, Moscley, M. H. D. Store, Company,
M. D. Stone company, L. G. Bavis, Compiny, estate of J. Emory Jones,
Hopkins; Fee Brothers company, Carlton
Manufacturing company, Adolph Spiehler,
C. C. Benhan, C. T. Crouch, & Son company, Anthony Baking company, National
Casket commany, Regulant E. Ches-Archer Manufacturing company, George W. Archer; The John Siddons company, F. J. Rogers, secretary and transurer; Briggs Brothers & Company, Crosman Brothers, Enterprise Foundry company, R. H. Verlan, president; Otts Elevator company, F. B. Graves, manuger; William B. Morse Lumber company, John Hofman empany, Henry Michaels, commission merchant; Brewster Crittenden & company, W. A. Wilson Machine company, Rantleon Brothers company, Chapman & Geotzman, Strombery-Carlson Telephone Manufacturing company, Thomas W. Pinucane, bransurer; George Weldon, R. F. B. company, I. N. Guer, manager; W. W. Morrison, Hollister Lumber company, N. C. Demond treasurer; Vacuum Oil company, J. W. Gillis company, C. A. Bruff, treasurer; Woodbury Whip company, Rochester Machine Screw company, John O. Hartfelder, Curtice Brothers company, Miller Cabinet company, Henry Likly & Company, J. A. Hinds & Company, William H. Duffett, president; Mathas Kompany, Brooks-Morley company, Stein-Bloch company, New York State Sewer Pipe company, New York State Sewer years has not been a happy one. I am sorry to say that the impression has got-ten abroad that our city is not a favor-Let us do nothing which will strengthen that impression, but let us do something which will prove that the impression is

Let us examine the ordinance in question. This ordinance declares the emis-sion of dense black or gray smoke a public misance. Smoke may be dense. may be black, it may be gray, but need

"But the ordinance itself only provides for punishment for the emission of dense smoke. Under this ordinance not only every manufacturing plant, but very householder in the city of Rochenter will be liable to arrest. If you light your kitchen fire in the morning with wood you produce not a black, but a lense smoke, which comes within the

"Again, the ordinance provides that no ease smoke must be issued from the smakestack of any locomotive or engine.
This may have been intended to strike at
the railroads, but let me ask who is to be pressed for emitting smoke from a locomotive? Is it the engineer or fireman or the president of the read, who lives in New York city? If it is the president, let me suggest that you will have some difficulty in getting him here and prov-ing your case against him, namely, that he was responsible for the smoke

"If you say the engineer or fireman must be arrested, then let me ask why under the ordinance you hold a locome tive engineer responsible, but make the stationary engineer Blameless? You have here class legislation of the worst kind. A kind of legislation that always

I cannot help but feel that this orinance was so drawn as to rally to its upport those who may desire to do away with the smoke of locomutives, but yet in fact it does nothing of the kind

"Again, what is the use of a smoke in-spector? Why should the city be sail-dled with that expense? What can be emitting dense smoke is one that cannot be committed in secret. It is one that must be committed in the sight of every person in the vicinity and every manufacturer who offends against the provisions of this ordinance can be brought to time not by the aid of a smoke inspector, but by the aid of the people in the vicinity who may have cause of com-

to consideration the interests involve the difficulties of framing a proper ordi nance, the municipal authorities should go slow, should keep far within the speed limit before they add to the burdens already imposed upon the manufacturers of the city of Rochester?" Mr. Barhite read the names of the fol-

lowing manufacturers, who, he said, together, or opposed to it in its present Whitmore, Rauber & Vicinus, J. Hung-

ger The W. P. Davis Machine Company Rochester Glass Works, F. E. Reed; Rochester Sewer Pipe Company, R. H. Gorsline; estate of W. H. Gorsline, R. H. Gorsline: Clum & Atkinson, Griff Palmer, Walter B. Duffy, Moseley & Motley Milling Company, H. D. Stone Company, J. G. Davis Company, estat of J. Emory Jones, G. C. Hopkins ; Fee ing Company, Adolph Spiehler, C. C. Beahan, C. T. Crouch & Son Company, Anthony Baking Company, National Casket Company, Benjamin E. Chase; Archer Manufacturing Company, George W. Archer; The John Siddons Company, F. J. Rogers, secretary and treasurer; Briggs Brothers & Company, Crossman Brothers, Enterprise Foundry Company, R. H. Verlan, president; Otla Elevator Company, F. B. Graves, man ager; William B. Morse Lumber Com-pany, John Hofman Company, Hear; Michaels, commission merchant; Brew ster, Crittenden & Company, W. A. Wil son Machine Company, Banticon Brothers Company, Chapman & Goetzman Stromberg-Carlson Telephone Manufac turing Company, Thomas W. Finucum treasurer; George Weldon, R. F. Company, L. N. Guer, manager; W. Morrison, Hollister Lumber Company N. C. Demond, treasurer : Vacuum Oil Company, J. W. Gillis Company, C. A. Bruff, treasurer; Woodbury Whip Company, Rochester Machine Screw Coming Company, Miller Cabinet Company, Henry Likly & Company, J. A. Hinds & Company, William H. Duffert, president; Matthias Kondolf, Hubbard & Eldredge Company, Brooks-Morley Company, Atlantic Stamping Company, Stein-Bloch Company, New York State Sewer Pipe Company, Hickey & Freeman Com-pany, Copeland & Durgin Company, Co-Operative Foundry Company, Standard Sewer Pipe Company, Williams, Hoyt Company, Rochester Railway & Light Company, Michaels, Stern & Company, Allen Woolen Mills, Rochester Stamping Company, O. T. Stacy Company, Rochester Chemical Company, T. B. Pritch-ard, president; Jacob Howe, W. H. Fitz Simmons, Sill Stove Works, Smith Sash Door Company, Monroe Brewing Company, Bartholomay Brewery Company, Geneses Brewery Company, Geneses Brewery Company, Standard Brewing Company, American Brewing Company, metate of C. B. Woodworth, Cross Brothers & Company, Hathaway & Gordon, Nathan Levi, D. DeGarmo, Rochester Lead Works, F. & C. Crittenden & Com-

pany, D. Armstrong Co., Thomas W.

Works, James Cunningham Son & Com-pany, E. B. Woodworth's Sons Company,

Mr. Barbite presented a remonstrance against the ordinance signed by the above manufacturers.

Attorney James S. Havens next spoke sgalast the ordinance on behalf of the Ruffalo, Rochester & Pittsburg railroad. He said that he assumed that the char or of commerce committee in drafting is smoke ordinance intended either to have locomolives use smoke co. nmers for locomotives Mr. Havens said must be inferred that the remedy as better stoking by hand. He said this being the case it was not fair to sincer and fireman from all responsibil-

Edward Harris, representing the New York Central and the Rochester Rallway & Light Company, spoke against the ordinance. He said that the Roch-ester Rallway & Light Company could not avoid creating dense smoke at times. "When there is a storm people rush for the cars, and the company has to generate more power quickly," said he, "and also people turn on their electric lights and call for more power. In such ases ilonse smoke is unavoidable.

F. E. Reed of the Rochester Glass Works pext read a letter from George Eastman, as follows:

Dear Sir-In reply to your inquiry I say to say that I am opposed to the pro-osed anti-smoke ordinance at present refore the Common Council for the fol-owing reasons: There is no smoke conmmer applicable to the bodlers of say 100 h. p. and under the reputation of which has been established for a suffiient length of thee to warrant its being introduced in such a summary manner. We have been experimenting with soalled smoke consumors for twenty and during that time have kept pretty well posted as to the different devices offered. We have not hestiated to install devices that we thought might prove successful, but up to the present to have not found anything that would tand prolonged tests.
"We do not think that our experience

has been unusual, for, as far as I can learn, there is not now on the market any device of the kind with a national epulation. Very recently we have found a device which seems more promising than any of its predecessers and have made a contract to equip our cam works botlers, but even this device inds of bollers to warrant anybody in saying it was an absolute success he city. The objections to some of t smoke consumers that have proved un-successful have not been limited to the fact that they did not prove to be smoke consumers, or preventers, but that they led to the bilstering of the boilers or the rapid destruction of furnaces, causing shut downs and delays that are serious than the expense of the repair

ant it creates an office of smoke inspect er and gives the inspector right of entrance into every boiler and engine soon. As far as the ordinarce as drawn ans shall be employed to prevent smoke, and I see no occasion for an in-

mitted from the smokestark.
"The ordinance gives powers to the inspector which might lead to endless

You will observe that I have confined my objections to the ordinance as relatng to bollers under 100 h. p. It is well preventers that have attained a national ors in this city, and, as far as I know

no holler of 100 h. p. or over should be installed without a mechanical stoker would be a reasonable, practical and ben-eficial thing; and that the changing of old bollers and the equipment of small new bollers could with advantage be left open for a few years longer, until de-

Frank G. Newell and John Bradley, the ordinance, saying that practica perience had convinced them that smoke

practiced medicine for thirty-one years. I have never seen any medical literature in which it was shown that smoke from a factory was the cause of any disease or was injurious to health. If any person can produce such a medical work I would like to see it. The amount of smoke in the city of Rochester is abso-R. H. Gorstine of the Rochester Sewer

Pipe Company continued the argument against the ordinance. He said: "If this ordinance is passed we shall

of the city pass the ordinance.

In behalf of the women of Rochester, the city. We think it wise to look at all sides of this question and not as if it affected only the business interests. Every woman as a wife and mother has

to pay for the surplus coal in the air. All women suffer from the smoke ruisance. We have to care for and renew curtains, dresses and clothing of all kinds much oftener than we would if the air was clear. If the smoke nulsance does not imperil life, as the medical gen-tleman says, it does destroy comfort, As women, we know that our thildren are healthy when taken out of the city

and we know that aged persons suffer because they cannot get pure air in their rooms in the city, "Why cannot the manufacturers go back to the use of hard coal? Can't we have a public sentiment which will make our city as clean as it was before the coal strike? Cannot we get together and ao something which is fair and square for all in this matter?"

William C. Harry led the discussion in favor of the passage of the smoke ordinance. He said in part: "When the committee of the Chamber of Commerce, was appointed we believed that the time' had arrived that the smoke nulaance could be abated without trouble or less

could be abated without trouble or loss to any one. The committee was com-posed of large manufacturers who know the difficulties and tried to overcome them. The committee had so intention of trying deliberately to drive any one out or to injure any one. We are trying to do something which seems to be

"We prepared the ordinance and sub-mitted it. No doubt attorneys will pull it to pieces. We have no axes to grind We would be glad to have the ordinance rectified. But if this committee feels that we have tried to so our best and that the people are back of us, then we ask you to give this matter your serious consideration. We know that there are chimneys in this city emitting great volchimneys in this city contting great vol-imes of black smoke to the injury of the health and the comfort of the people and the beauty of the city. Even the treat robel against such an atmosphere and refuse to leave out. If the smoke is not injurious to health, why do so many peo-ple go to the fastnesses of the Adiron-lacks can veez and in the thick work. dacks each year and in the thick woods, escaping the smoke and dust of the city, regain their health?

dinances in force in other cities. These cities were not injured in their mann factures. If this ordinance is going affect our business men sa serious! , why aren't the manufacturers of Buffalo, leveland, Detroit, Chicago, Minneapoli

Toronto and many other cities affected? If there is any section in this ordinance which is unfair it can be amended after it has been in force long enough to show

With the smoke consuming devices of the present day, which are within the means of the smallest manufacturer, it is possible to regulate the smoke and not mly do that, but save expense in fue

Col. James S. Graham spoke for the or dinance, saying that if employers insist-ed on better firing by their firemen there President Rogers of the Chamber of the ordinance. He presented petitions with 23,000 signers favoring the measure

Including many business firms. In speaking for the adoption of the ordi-nance President Rogers said in part: "I visited several plants last Friday, one of them that of the Rochester Sewer one of them that of the Rochester Sewer Pipe Company, on Oak street. While there with Mr. Gorsline he had the bollers fixed, one with the appliance attached and later one without it, and while it may seem incredible to you, yet I believe the amount of smoke emitted from that stack was a hundred times greater without the appliance than with it. They have two bollers of 200 horse power each. This is a yer, chaple and Insynensive This is a very simple and inexpensive device, costing \$300 for the two boilers. They burn about \$4,000 worth of coa per year. They had an official test made last year and it showed a savings of a little more than 10 per cent. of fuel. That means \$400 a year saved in coal and the device costs only \$300, and

pair.
"This smoke consumer is already paid about six inches in front of the boile and that is all the room it requires. This rmoke consumer it is claimed saves \$5 per cent, of the smoke. The large stokers that cost \$600 to \$800 save they obtim from 95 to 95 per cent, of the smoke. Therefore, all large users of coal, say from four tons per day up, might use the large stokers where they can be put on their plants. They will pay for them-solves in from one to two years accord-ing to the amount of coal burned and will emit less smoke, consequently save

nore after it is once paid for,
"In fact, it resolves itself into this,
it investment in any one of several of the latest kinds of stokers or smoke cor sumers will pay from 40 to 100 per cent, on its cost. This is the way to look at it. I have carefully exumined plants where five different smoke consumers are used and they all work satisfactorlly to

he owners."
In addition to the large list of names presented to the council committees by the Chamber of Commerce committee, which sent out the petition for signers, the following companies were selecte from the list as being representative of the largest interests and capital. These names were presented as an offset to the list read by Mr. Barbito. The names

McDonnell & Dumond Company, Wile Power Gas Company, Rochester Artific ial Limb Company, Charles P. Ford, Mc Curdy & Norwell Company, E. P. Reed & Co., Smith, Bier & Gormly, Burke, Fitz Simons, Hone & Co., Louiz Holz & Sons, estate of Hiram Sibley, Taylo Brothers Company, F. W. Woolworth & Company, B. Rothschild & Co., B. H.

The Van Bergh Silver Plate Company, United Shoe Machinery Company, Moore & Beirs Company, Solomon Brothers & Lempert, Blekford Brothers, J. A. Seel Company, Fraley & Carey Company, E. E. Bausch & Son, John Craig Powers, Oaks & Calhoun, The Sunderlin Con pany, Barnard & Simonds Company Howe & Rogers Company, Internationa tton Company, R. A. Sibley, A. J. pany, A. T. Hagen, Rochester Works, Allen Nursery Company, Levi Hoy, the Glazier Headlight Company, kford-Schantz Company, George C ell. W. H. Glenny & Co., Joseph T. Al-

H. B. Graves. nan Kenenly said it was too late to hold all petitions and remonstrances and meet

SMOKE ORDINANCE

Comm ttee Still in Doubt as to Its Fate. ay 18-

FRIENDS OF ORDINANCE TALK

William C. Barry and Colonel James S. Graham Both Made Strong Speeches in Favor of the Law at Meeting Tuesday Night - Believe It Is Practical and Not Injurious.

Although the smoke ordinance drafted and presented to the Public Safety and Law Committees of the Common Council was given a hearing of several hours be-fore those committees Tuesday night, the adjourning of the meeting left as great an amount of doubt in the minds of all present as to the probable fate of the ordinance when taken up for final onsideration as existed previous to the meeting. Attorney John A. Barhite, who said he represented \$40,000,000 of capital invested in Rochester industries, made a vailant fight against the ordipanies opposed to the law, dashed a very chilling bucket of water on the ordi-

Strong arguments were advanced by those in favor of the ordinance, refuting by the attorneys and others who repsented opposition interests. William . Barry made a vigorous speech in believed the ordinance could be put in pperation and the city rid of the smoke anyone.

Mr. Barry's Argument.

"At the time when this committee o ester had arrived at that point when it ulsance without a great deal of trouble or loss to anyone. The committee is made up of business men, manu-facturers who operate very large plants and understand all the difficulties of this smoke matter and have tried to overome them to the best of their ability, ow these men have no desire nor idea. of injuring any one in the least in the city of Rochester. I think there is no one in this room who will try to sustain an assertion of that kind. The commite is doing the best it can to do someiling which at the present time seems to e required in the city of Rochester.

"After much deliberation this ordince was prepared and it has been subnitted to this council committee. No oubt the attorneys will pull it to pieces, but as residents of the city we feel that we have tried to do our duty to the best of our ability. We are not acting for ourselves. We have no axe to grind, but we feel that the committee is striy-ing to do its best with a worthy ob-ject and that we have the people of tochester back of the commi at this meeting alone justifies me in sayseriously considered by the people of

One attorney who has spoken referred to the smoke emitted from the ordinary chimney of a dwelling and asked how chimney of a dwelling and asked how the ordinance would operate in such a case as that, I think it is going a little too far, and is dealing with something that is ridiculous. A chimney does emit a little smoke I know. But these are not the ones we are aiming at in particular, All about us there are hundreds of big obinneys which are belching forth im-mense volumes of black offensive nauscolumneys which are belching forth immense volumes of black, offensive, nauseating smoke to the injury of the health and the detriment of the comfort of the people of the city. Even the trees, shrubs, plants and grass repei this smoke and voice that repulsion mutely by refusing to put forth their leaves and biossoms. How much worse it must be for men and women, boys and girls. If this smoke is not injurious why do so many people have to go away to the many people have to go away to the purer air of the Adirondacks, suffering with lung troubles?

Is Not an Experiment.

"This ordinance was drafted after ordi. nances in toreg in other cities. It has

Central Library of Rochester and Monroe County

Not Against Proper Ordinance.

ever, that he was not opposed to a proper ordinance, that is, one under which the small manufacturer can do business without

pelng oppressed. He said that the proposed

ordinance was lilegal and could not be en-forced. He also thought that the stokers should be held responsible for violations and

that the office of smoke inspector should not be created. Other lawyers present agreed with Dr. Barhite that the ordinance was in-

legal and one suggested: "If you want a

proper ordinance, appoint a committee of practical men to draft one that is reason-

has earried out.

form from the stort.

will not be open to attack.

TO DRAFT

This suggestion Alderman Kenealy

amiltee, in a letter that was read at the

hearing, opposed the ordinance in its yes-ent form, but plainly indicated that one could be framed that would meet with his

approval. He said that the ordinance should apply only to bollers of 100 herse power or more, as the mechanical devices for consum-

ing smoke could not well be installed for the

Will Not Report Tuesday.

Mr. Steeher is chairman of the Chamber

of Commerce Committee that framed the

ordinance in its present form. Mr. Barry and Mr. Rogers are also members of that committee and E. P. Reed is known to be in

favor of an ordinance that will do away with the smoke nuisance. Frank E. Reed has been opposed to the ordinance in its present

The committee will probably meet this week, but it is not believed that an ordinance can be framed for introduction at the

meeting of the Common Council to-morrow night. From the views expressed at the

hearings, it is believed that it will not be

a difficult matter to reach an understanding, and that before the first meeting of the coun-

Il in June an ordinance will be drafted that

MONDAY, MAY 22, 1905.

UNION AND ADVERTISER:

NEW SMOKE

Committee of Business Men

Named to Prepare Com-

promise Measure.

Ald. Kenealy Selects Prominen

Citizens for the Work-At-

torney Barhite Member

of Committee.

George Eastman, Mr. Rogers and

Others Named-Objectionable Fea-

tures of First Ordinance May

Be Eliminated.

In view of the difference of opinion in

egard to the smoke ordinance and the aany objections made to the measure ow before the Common Council, Chair-

man Kenesiy of the aldermanic public safety committee has appointed a com-mittee of business men to frame a new law. The committee contains some of

law. The committee contains some of the members of the Chamber of Com-merce smoke committee, which drew the

first ordinance, and some of the oppon-ents of that measure. Alderman Keneal; hopes that the new committee can agre-

The committee named by Alders

Kenealy is composed of Attorney John A. Barhite, George Eastman, F. A. Stecher,

Barhite, George Eastman, F. A. Stecher, William C. Barry, Clinton Rogers, E. P. Reed, B. E. Chase and F. E. Reed, This committee will take up the matter of the smoke nuisance and submit a new law to the aldermen for adoption. However, it is not expected that the new ordinance will be ready to submit at to morrow night's

ready to submit at to-morrow night's

ouncil meeting.
It will be remembered that Attorney

Barbite appeared at the last hearing on

Barbite appeared at the last hearing on the smoke ordinance to make objection to the measure in behalf of manufactur-ers representing \$40,000,000 of capital. However, he stated that the manufactur-ers would not object to a reasonable law. Mr. Eastman was also opposed to the first ordinance and so was F. E. Reed. The other members of the new commit-

favored the adoption of the original

ince. Business men generally

will eliminate the objectionable features of the ordinance. Business men generally

The other members of the ne

ilse law which will

ORDINANCE

any of those cities where the ordinance operates have been interfered with, It the ordinance is going to affect our business men so seriously why aren't the manufacturers of Syracuse, Detroit, Buffalo, Terouto, Minneapolis, St. Paul, etc., injured. If business was injured in these cities you may warrant that such an ordinance would be respected. an ordinance would be rescinded. But if there is any section of this ordinance which is at the present time unfair it can be smended after it has been in force long enough to show its unfairness.
"This ordinance is not an experiment

We in Rochester ought to be as anxious as people in other cities to bring about reforms and have improvements. It is very encouraging to the committee to have the assistance of the ladies in this matter. It cannot fall to have its in-fluence with this council committee. You know what it means to live up against one of those big chimneys which I have described. You know what kind of a nuisance it must be. You know how you feel toward the owner of that chimney if he refuses to do what he easily can

to abate his nuisance.
"Now if these gentlemen who oppose this ordinance are determined, they are not doing all that they can for the good of the city. This city is bound to grow and its growth cannot be stopped by any

nce like this one. "With the smoke consuming devices which are in use at the present time and which are within the means of the small est manufacturer, it is possible to regu late the smoke and not only do that, but save expense in fuel. It is possible to rid ourselves of the smoke nuisance without injury to anyone, I am sure."

By Col. J. S. Graham.

Another prominent speaker at the neeting Monday night whose utterances were not given the publicity they de-served was Colonel J. S. Graham, who stated that he spoke from experience concerning stokers and smoke con-sumers. He told of the manner in which they could be applied to bollers of all kinds, and said he considered the expense of no consequence, inasmuch as the amount of coal saved soon paid for the

"It seems that there are two sides to this question," said Colonel Graham.
"I have no desire to urge anything that will injure in any way the business interests of the city or drive any busines out of the city. But I believe that we ca make this proposed improvement withou any trouble or injury to anyone and thus will make our city the equal of any city in the world and superior to many by removing from it its most serious blotour smoke nuisance,

"I think our friends of the opposition may be taking a good stand in attacking some points of the proposed ordinance when they say they are faulty-that they I also feel free to state that I believe men-would make just as good an argu-ment no matter which side they were

Employers' Responsibility.

Mr. Graham said that he thought the employer was responsible for the work of his engineers and firemen and that he should be held responsible in case the fireman did not do his work in a manner which permitted of as little smoke being made as possible. He told how he him-self had been compelled at different times to go into the engine room of his factory to give the workmen there in-structions as to how to fill the furnaces with coal so as to save fuel and make

"It has been said that manufactories will be driven out of the city," con-tinued Mr. Graham. "But will those same companies go to any of these other cities about us where the smoke ordinance has operated for a long time? I think not. It is the bugbear everytime any question of improvement comes up here in Rochester that we will drive "With the smoke ordinance operating

as a city we would attract a great dea better class of people than as though we were living in the midst of dirt and smoke. These people would all bring some sort of business here. This is one of the most cloudy cities in the country and the smoke hangs over the city more than in lots of other places. The smoke ordinance should have been operating here years ago. Some of the criticisms offered by these legal men here may be valid but I doubt it. They generally prefer to let a faulty law be passed and then they take it into the courts and make money off it. (Laughter.) If this taw was really faulty, they would say 'Go ahead with it, and then we will go into the courts and beat you out,"

Mr. Graham closed by taking up th that he was sure that if people could be rid of the smoke, they would be willspector and he was certain that if he could occasionally have an inspecome into his own factory and tell his engineer and fireman how to make less smoke and burn less coal that he would be willing to pay his share of the expense,

ATTRACTIONS OF ROCHESTER

Admirably Set Forth in June Number of Country Life in America by Secretary Ives.

According to instructions given at meeting of the trustees of the Chambe of Commerce at a meeting several weeks ago, Secretary Ives prepared a full-page ADVERTISING THE CITY.

half tone pictures of scenes within t

city such as the uper falls, Main street and St. Paul streets from the Chamber building, views in city parks, the uni-versity of Rochester, East High school.

Rochester Savings bank and Rochester Chamber of Commerce. The reading matter calls attention to

for advantages to business men and those desiring homes, with its real estate, business buildings and residences cheap-

er than in other cities of similar popula

tion, while its taxes are less; its lime stone rack, making foundations secur and drainage perfect; the potable wate

supply ample and the purest in the United States; excellent sewer system; small death rate; educational facilities;

It is set forth that the name Rocheste

stamped on any product means that it as the best of its class. Shoes, clothing

photographic material, canned good

seeds, beer, flour, railway signal sup-plies, telephone supplies, chairs, car-riages, office supplies, lithographic ma-

terial, and machinery are mentioned as

being among the city's distinctive pro-

duets of manufacture

MAY LOCATE HERE

Great Troy Collar Concern Employ-

ing a Thousand Hands.

moke Nulsance Is One Obstacle

the Chamber of Commerce Is En-

countering in Its Effort to At-

tract Plant to Rochester.

Representatives of one of the largest

f the Troy collar concerns, that of

luett, Peabody & company, employing

thousands hands, have ben in Roch-

tester during the past week looking over

the ground with a view to the removal

of their plant to this city. Negotiations

have been carried on through the Cham-

ber of Commerce. Secretary John M.

Ives told a Post Express reporter this

norning that there was afair prospect

of a successful termination that will add

greatly to the city's commercial pros-

perity. Buffalo is also in the field, but

the representatives of the Troy concern

told Secretary Ives that one grave ob-

jection to location there was the hard-

ness of the Buffalo city water. The Rochester water on the other hand was declared very satisfactory. The Syra-

The smoke nulsance may prove one of the

greatest obstacles in the way of getting Cluett, Peabody and company to locate here. While the Troy representatives were

in town, in company with Mr. Ives they in-

spected several sites, one of which impressed the company favorably. From a

nearby building, however, smoke was pour

ing down in such a manner as almost t

ompletely envelope the favored spot. The roy men mentioned the fact and said con-

dillons would have to be changed if they

ture required a comparatively clear atmosphere. Secretary Ives informed them that

a smoke ordinance was now before the

ommon Council and the Troyans expressed

The strike now tieing up the great colla-

concerns of Troy has much to do with the determination of Cluett, Peabody & com-pany to leave that city. Although these

concerns have done much for Troy in a

commercial way, they now find it impos-sible to get police protection fgor their busi-

The president of the Cluett, Peabody con

pany is said to be one of the most public-spirited citizens of Troy and one who would

side of the page are seven half-tone cuts

showing the upper falls of the Genesee, a view looking north from the Chamber of Commerce building, Main and St. Paul

streets, Genesee Valley Park, University

of Rochester, East High School, th

Rochester Savings Bank building and the Chamber of Commerce building. The rest of the page is given up to a

tures of the city and to an enumeration of those special features which make it

most desirable as a location for commer

tage of the water power from the rive

are all touched upon. Especial reference is made to the healthful condition

of the city due to the pure water supply

and the excellent sewerage arrange-ments. The beauty of different parks,

of the numerous manufacturing interests

of the city all come in for notice. The ad- is well arranged and undoubtedly the city will feel a beneficial effect from

r resorts, the in

the attractive summer resorts, frequency of strikes, and an enur

ial plants and for homes. The beauti-

lotion of the many attractlive fea-

C. A. Post Exfus.

located there, as their process of manu-

hope that it would pass.

cuse Chamber of Commercial

5/20-___

ons, fruit products, nursery stock,

mer resorts; parks, etc.

Chamber of Commerce Calls (to tion to Advantages in Maga.

In some of the June magazi es ope 18 a full-page advertisement of Rochester's advantages in a residential and business way. The advertisement is furnished by the Chamber of Commerce. At the last meeting of the chamber trustees, Secretary Jue's suggestion was adopted and LOCATE HERE tary Ives' suggestion was adopted and money appropriated for the purpose. Surounding the reading matter of the advertisement as a border are excellent

Cluett, Peabody & Co. to Leave Troy on Account of Labor Troubles.

Possibility That Old Kimball Tobacco Works on Court Street May be Selected as Site.

Chamber of Commerce Making Every Possible Effort to Influence Firm - Syracuse and Buffalo

Possibilities. Union + Advertiser May 20 60 5
According to information given out

this morning by Secretary Ives of the Chamber of Commerce there is good reaby the strike which is now going on in the nine big collar factories at Troy. One of the largest of the factories, that of Cluett, Peabody & Co., have decided that on account of insufficient police protection they will move their entire plant and the choice of a location lies between Rochester, Syracuse and Buffalo, Two of the Cluetts visited this city on

Thursday and held a long conference with Secretary Ives, who advanced many reasons why this city would make an ideal spot for such a plant and it is understood that a very favorable im-pression was made and that there are very good chances of the firm moving here. Several pieces of property were visited, but the one which received the most consideration was the site of the old Kimball Tobacco Works on the bank of the river at Court street. As the concern employs over 1,000 people it would require a large plant, 60,000 squarefect of floor space being required and with very little alteration the buildings

of the tobacco plant could be made into an ideal factory. One matter which caused some hesitancy was the amount of smoke which falls in that neighborhood, but this objection was practically overcome when Secretary Ives told Mr. Clueft that a smoke ordinance was likely to be passed be a large supply of soft water and that is one strong point in favor of Roches-ter, and a fact which has practically put Buffalo out of the question. In addition to being a great help to

the city commercially the moving of the plant here would mean much to Roch-ester in other ways, as Mr. Cluett, the president, is a man of fine character and his liberallly has proved of great benefit to Troy, the plant having done much towarde building up that city. Recently Mr. Chuett presented the Troy Y. M. C. A. with \$70,000. The Chamber of Com-merce is offering every possible induce-ment to consummate the deal and it is hoped that it may soon be brought to

Deinserat and May 22.

TO DRAFT A NEW SMOKE ORDINANCE

COMMITTEE OF BUSINESS MEN APPOINTED.

MAY REACH A COMPROMISE

Ordinance That Will Suit All the Interests Involved is the Aim of the Sub-Committee-Is Not Expected to Report To-morrow Night

An effort is being made by the aldermen on on the proposed nati-smoke ordinance at will be satisfactory to all the interests occured. At the two hearings on the ordinance strong arguments were put up ou both sides of the question, and the commierse to pursue. Chairman Kenealy has partly solved the problem by the appoint-ment of a committee of business men to con-fer on the ordinance and redraft it so as to meet all objections and satisfy all persons

strongly favor the ordinance as it is now before the sidermen, and others who are as strongly opposed. It is thought, however,

that they can agree upon a compromise. The sub-committee is composed of John A. Barniter Heorge Eastman, Frank A. Syches.

Control of the Control of the Control of the Control of the ordinance and making the owner of the position to the present ordinance, while Mr. Strecher, Mr. Barry, Mr. Rogers and E. P.

Bed are bearn to be in favor of the ordinance.

Alderman Kenealy believes with both sides represented on the committee that an ordinance can be drafted which will be agreeable to all business interests. He and can draft a suitable ordinance if

THE POST EXPRESS: MONDAY, MAY 22, 1905.

ROCHESTER'S NEEDS

Convention Hall and Hotel, Says Chamber of Commerce.

Proposition to Convert Old Armory-Hotel Men Not Auxious for Conven-Interest to Merchants Generally.

When the proper times arrives, the orous effort to have the present armory, to become the property of the city within the next three years or as soon as the new armory is completed in Main street east, converted into a convention hall. n the country that are not taking advantage of every opportunity to adver-tise their resources in these days and one of the best methods of doing so is to be prepared to enter the race for conattons and to give proper entertain-at to those that participate in them fter they are once secured.

The Chamber of Commerce has done have not been awake to their civic obl gations in this regard and have not giv-on the chamber sufficient support. The experience has been that when a merthant here is approached for a subscription to a convention fund, he tries to shift responsibility to a man in some other line of business or to the hotel roprietors who he says are the only ones directly benefited. With their scant facilities taxed to the utmost to meet the normal, everyday demands upon them, the hotel men say they do not see why they should subscribe to they can't take care of the normal

has been in a languishing condition for some time and has missed fine advertis-ing opportunities, officials of the cham-ber say. A new convention hall and a new hotel would go far to set things right in this regard and the chamber will probably turn its energies in those lirections as soon as it gets the smoke nuisance off its hands. Officials of the which to arrange for this agitation for the reason that the new armory cannot be rushed to completion within a much shorter period than the three-year mit originally fixed; the appropriation is not all available at one time

In a recent letter to Secretary Ives be secretary of the committee of twenty of the National Board of Fire Underwriters, congratulates the city of Rochester on "the liberal minded way in which it has taken up the suggestions outsined in our engineer's report and in having in its service an engineer of Fisher's evident ability."

fire protection service in Rochester Mr. Ives wrote the committee of twent; isking if Rochester was not entitled t heaper insurance rates. He was told de by the New York State Associ of Fire Underwriters and this cannot be before the new fiscal year, March 1, 1906.

THE POST EXPRESS: GETS DOWN TO WORK

Compromise Smoke Committee in Session at the City Hall.

Chairman Kenealy of Aldermanic Com mittee Brings Together Representatives of All Shades of Opinion-Will Make New Draft.

As exclusively forecaste in The Pos Express some days before, steeps toward a compremise of the smoke nuisano question was taken on Saturday when oil committee on public safety appointed a committee, representing all shades of opinion in the controversy, to take into account all phases of the matter and draft a compromise ordinance, if pos sible, estisfactory to the factions. That the committee does not intend to let the lock, at the office of the city clerk in

the city hall.

The committee is composed of John Barbite, George Eastman, S. A. Stecher,

Reed, S. E. Reed and Benjamin E. Chase. Mr. Barhite and Mr. Eastman have ex-pressed themselves as not being opposed to an anti-smoke ordinance, but as doubting the advisability of passing the one that has so far been under consider a 'lon Mr. Stecher, Mr. Barry and Mr. Rogers have been leaders in the camand Shor Manufacturers' association and a specia ordinance; Mr. F. S. Roed hacompromise accilinates. Thus the main on both sides and those that e taken a moderate utilities in the inversy are well represented on the

Clinton Rogers, president of the Roch enter Chamber of Commerce, to a Post express reporter this morning expressed binsoif as well pleased with the turn af-fators has taken. He is convinced that three phases of sentiment represented in the membership of the committee will e made to harmonize in such a manne nage to harmouse it size a harmony as to result in the formulation and passage by the Common Council of a smoke ordinance that while it may not accomplish all that the friends of the existing draft set out to do, will still be a long step in the right direction that further education on the anestica of he utility neation on the question of he utility

pected to advance still farther.

It is generally believed that the compromise draft will provide for smoke achment to be large partment house office blocks and manufacturing plants now in existence. Something may also be done in the direction of insisting that big office blocks, theaters and apartment houses in the heart of the city that now belch forth soft coal smoke, shall use the hard coal that is said to be as chean and better sutted for such uses

THE POST EXPRESS: TUESDAY, MAY 23, 1905.

NEW SMOKE DRAFT

Will Be Submitted to Council at First Meeting in June.

Compromise Committeemen Say They Will Have No Difficulty in Reaching Agreement-Smeke Inspector May Se Eliminated -First Meeting. buirman F. A. Stecher, of the net

opromise smoke committee, consisting preminent business men representaive of all shades of opinion in the mater, assured a Post Express reporter this morning that no difficulty would be experienced in preparing a draft of a new ordinance satisfactory to all the committeemen, for submission to the Common Council at the first meeting in June. The committee has assurant from the aldermen that it will be passed as offickly as possible. At the first meet-log of the committee yesterday after-1000, [2] was arranged to meet again next riday at 4 o'clock in the Common Count il chamber. Mr. Steener says that i be meantime members of the committe will prepare notes on their personal opinions regarding an ordinance and then an effort with be made to reach a basis of agreement. William A. Subcribine has been consulted by President Rogers of the Chamber of Commerce and wil probably assist Attorney Johnstrhite in drawing up the draft of th

One of the things to be decided at the ext meeting of the committee is whether the new ordinance shall provide for he appeintment of asmoke inspector, s the draft now before the council does. dr. techer or other members of the com nities would give no foercast this norming an to what would develop in this egard, but the trend of sentiment seems o be against the appointment of an in-meter. Those who have heretofore been prominent in opposition to the ex-isting draft would much like to see a draft modeled on the Philadelphia law which provides an eyeglass device to de-ized violations of the law and makes the guilty party subject to a penalty of \$25 each offense, to be recovered in

All the members of the compromis-committee were present yesterday at ternoon at the hearing appointed in the city clerk's office by Alderman Kencaly, opening the meeting, Mr. Kenealy

"If you will draw up a satisfactory ordinance, we will pass it as quickly as possible. I suggest that you elect a chairman and then discuss the subject preparatory to framing an ordinance, We realize that there is \$40,000,000 of capital involved on our side of this question, and on the other side 25,000 per sons who have signed a petition for a smoke ordinance. You business men should be able to draft an ordinance that will be fair and yet rid the city of the noke nuisance."
"I have copies of all the ordinances in

force in other cities on this question, and I think the other side should know what other cities are doing," said Cilinion Rogers. "Before starting let us understand one another thoroughly:

to take its place," said Alderman Ke-

nealy.

After some discussion. F A Stecher, who has been acting as chairman of the special smoke committee of the Cham-ber of Commerce and who is an ordent

opponent of the smeke automee, Barbite said there was an ordinance found favor with Mr. East-man and other members of the commit-tee. An ordinance may be drafted for Rochester on similar lines to a

"Nothing, however, was determined at this meeting. We shall meet again Friday afterneou at 4 o'clock in the Common Council chamber, and may hold still another meeting. It is impossible, of course, to get an ordinance ready to present to the Common Coun-il to-mor-row night, but it is probable that we shall agree on one to present to the co-

"The device used in Philadelphia to detect violations of the ordinance is simple. It consists of a tube fitted with eye glasses of different shades. On looking through the glasses at smoke isbrown and its density. The Philadelphia ordinance does not call for the ar-rest of an offender."

ROCHESTER HERALD. TUESDAY, MAY 23, 1905.

ON NEW LINES

Smoke 'Nuisance Problem in a Fair Way To Be Solved.

URGE COMPROMISE

Advisory Committee of Both Classes of Business Men Made Much Progress.

SOME DRASTIC FEATURES OF FIRST ORDINANCE CUT OUT

The council seems in a fair way at last to get & smoke ordinance that will receive the approval of the business men of the city. It was evident at the last ance proposed by the Chamber of Commerce committee was not satisfactory to a large number of business men, repre senting millions of property interested in manufacturing. Attorney John A. Barhite, also ap-

peared at the previous meeting in apposi-tion to the ordinance, claimed to repre-sent \$40,000,000 invested in manufacturing. A letter written by George East-man was read stating his opposition to the ordinance in the form p resented but stating that he thought a full an reasonable ordinance would be approved by the majority of the business men. Seeing there was no chance to get the business men together on the conexecuted a clever move by appointing special committee, composed or both vored the council ordinance and tho who opposed it. He called this advis-ory committee together at the council chamber yesterday afternoon at 4.30 o'clock. The committee named by him was as follows: George Eastman, John A. Barhite, William C. Barry, Clinton Rogers, E. P. Reed, E. E. Chuse and F. obliged to go to Chicago yesterday and sent h s regrets.

Compromise Advisory Committee.

Alderman Westbury, a member of the troduced the smoke ordinance, was pres ent with Alderman Konealy. The Aldermen stated frankly that the committee was willing to report any ordinance that should be recommended by the special committee of business me been selected. Hulf of the co-longed to the Chamber of committee and had assisted in drufting the council smoke ordinance, the other half had opposed the council ordinance, Alderman Kenealy said he was satisfied the council would approve any ordi-nance that could secure the approval of such a representative committee of interested business men. He suggested that the advisory committee got to-gether, elect its own chairman and draft its own ordinance without further delay. The suggestion was wall received. chairman of the committee. The name

Eastman said he was forced as he could not matter the attenti he expected to go away. The name of William C. Barry was next p re but he too, pleaded possible a from the city as an excuse.

It was finally left to Chairman Kehealy to make the designation of a chairman of the advisory committee. After designating in turn Messa, East-

Aldermen Kenealy and Westbury then of the seven members of the committee

"The City Hell is yours, gentlemen" cmarked Alderman Keneuly with an lity wave of the hand as he departed. We will take your ordinance when committee will be all right." The doors were then closed and the seven members inference until after 6 o'clock, wrestling with the problem of drafting a smoke ordinance that should satisfy

Basis for New Ordinance.

At the conclusion of the meeting. It was stated no report could be made to the council to-night, as the subject was too difficult to dispose of at a single session. Another meeting will be held Friday afternoon, when it is expected the features of the new ordinance can be decided and put in legal form. Much are brighter than they have yet apto the ordinance now before the coun-cil, as it was admitted some radical changes noust be made in it before it would be satisfactory to half the com-mittee. Practically it was thrown aside and the members of the committee went to work on new lines from the be-

Attorney Barbite had sent to Philadelphia for a copy of the new smoke ordinance in that city that it is claimed has worked satisfactorily and is re-carded by experts as thet best smoke ordinance in the country. This ordinance was so well received by all members of the committee that it was practically agreed by both sides to make it the hasis for the Rochester smoke ordinance, making only such minor changes as are required by local conditions,

The Use of a Smoke Tester.

Mr. Barbite stated that there might seem to be some technicalities in the ordinance in trying to classify the kinds of smoke, but he said that with the aid of the smoke tester that had been devised in that city and could be adopted in Rochester to accompany the ordi-nance, it became a very simple matter Every business man could by means of his chimney and regulate it accordingly. The smoke tester produced by Mr. Barbite was a simple device, containing several lenses of colored glass. Two thicknesses of gray glass was designated as scale No. 1 and four thick-nesses of glass as scale No. 2. The smoke tester here the official certification of the city authorities of Philadelphia. Mr. Barbite said he thought the city of Rochester could procure similar smoke testers for about \$1 each for the use of city officials, engaged in the enforcement of the ordinance; they could also be sold to any manufacturer or business man who might desire to test the smoke him-

Text of Philadelphia Ordinance.

The copy of the Philadelphia ordi-nance is given herewith, eliminating some sections that have no application to Rochester. There appears to be good ground for the expectation that this will or an ines not in motion, or free banked or all its state of rest, or from any burning or active free through a stack, flue or remaining loss than fifty feet high of a color steader than No. 1 scale. Section 2.11 is hereby forbidden and declared to be unlawful within the limits of the chy to suffer or permit the escape or emission of smoke of a degree of darkness, in excess of scale No. 2 for a period of more than five consecutive minutes from any becometry with restricting with

In view of the importance of arriving

remedles to be adopted and the estimated

"We would suggest that the borings in the river channel which they recommend

in reference to the advisibility of deep-

ening the channel should be made deep

approximate the expense of a tunnel from the Court street dam to the upper falls, that this plan may also be taken

falls, that this plan may also be taken into consideration with the others."

A communication was received from Charles S. Lee, passenger agent of the

Lehigh Valley rallroad, stating that the company is considering the matter of operating sleepers direct from Roch-

Mrs. Charlotte A. Persons sent a writ-ten appeal asking the chamber to work for the proposed curfew ordinance.

Secretary Ives reported that the Frank

O. Clements weedwarking company had reconsidered its determination to move to Williamsport, Pa.

The following new members were re-

ceived: Firman & Webb, insurance, 110 Wilber building; J. A. Benjamin, cash registers, 23 South avenue; Max Wein-

building. Port Expens / 5/26.

FRIDAY, MAY 26, 1905.

RATES NOT TO

Reply From State Board

Read at Monthly Meeting

of Chamber of Com-

Lengthy Report of Committee

Appointed Over a Year Ago to

Investigate Flood Con-

ditions.

Recommends That Mayor's Commit-

tee Make Surveys and Esti-

mate Cost of Tunnel in

Bed of River.

President Rogers presided at the regu-

ar monthly meeting of the trustees of the Chamber of Commerce which was neld yesterday afternoon and consider-

able business that has been hanging fire

one sent by Secretary Ives asking that,

the National Association had been car-

responding reduction in rates, was read. The letter is self explanatory and is as

"John M. Ives, Esq., Secretary, Rochester Chamber of Commerce, Roches-

" Dear Sir-Referring to the recent cor-

insurance rates, the district con

Syracuse, N. Y., May 22, 1905,

ried out, the city should be given a cor

New York state, written in answer

is 75 per cent, of the recor

BE REDUCED

INSURANCE

UNION AND ADVERTISER:

ster to Philadelphia and Washington

QUAKER CITY LAW MAY BE ADOPTED

NEW COMMITTEE REGARDS IT WITH FAVOR.

F. A. STECHER CHAIRMAN

Men Who Are to Frame Anti-Smoke Ordinance Hold Long Conference and Agree to Get Together Again Friday Afternoon-Action Likely

DITC - 5/23 Chairman Kenealy, of the Public Safety Committee of the Common Council, called logether yesterday afternoon in the Com-mon Council chamber the members of the special committee appointed by him in re-sponse to the request of many manufacrers for a committee of practical men to lvaft an anti-smoke ordinance that would

The committee named is made up of John A. Barhite, Clinton Rogers, George Eastman, William C. Barry, S. A. Stech-er, E. P. Reed, Benjamin E. Chase and F. E. Iwed. Ail of these men were present at yesterday's meeting except Mr. Chase, who was obliged to leave the city carly in the afternoon. He was represented by F. E. Reed. The committee is

made up of men who favor and oppose the ordinance introduced a few weeks ago. Chairman Kenealy said that the object in appointing this committee was to sin-plify matters and to bring both sides to-gether, so that a satisfactory ordinance

could be framed.
"If you wil draw up a satisfactory ordinance," said he, "we will pass it as
quickly as possible. I suggest that you
elect a chucman and then discuss the subject preparatory to framing an ordinance. We realize that there is \$40,000,000 of tion, and on the other side 25,000 persons who have signed a petition for a smoke ordinance. You business men should be able to draft an ordinance that will be fair and yet rid the city of the smoke nuis-

"I have copies of all the ordinances is force in other cities on this question, and I think the other side should know what other cities are doing," said Clintton Rogers, "Before starting, let us understand one another thoroughly. "We cannot withdraw the present ordi-

nance until we get something better to take its place," said Alderman Kenealy. Chairmanship Goes Begging.

F. E. Reed nominated George Eastman for chairman of the committee, but Mr. Eastman declined, saying he was frequently out of the city. While he was in accord with the movement to abate the ke nuisance, he could not give the re-

quired time to the matter.
"Business men must make the preliminary movements in this matter," said Mr. Barhite. 'Then when they find out what they want they may call in the attorneys and draft the ordinance."

Mr. Rogers suggested Mr. Stecher for chairman, Mr. Barry had urged Mr. Eastsisted in his refusal.

It was suggested that Chairman

Kenealy name the chairman of the committee and when this move was aproved be usined William C. Barry. Mr. Barry said it was the close of a busy season and he needed a rest, rie declined to

Mr. Stecher suggested that Alderman

question to be the chairman.

Alderman Kenealy said that would never do, as when the morning papers printed the name of the man selected, that man would immediately have to take a vacation or could not spare the time for the duty. Then he said:

"Mr. Stecher, some men achieve ; vatness, others have it thrust upon their name you as chairman of this committee and assure you that the Law and Public fety committees of the Common Coun-will be subject to your call when you have a report to make.

Many Ordinances Read.

The committee was in executive session for two hours. After adjournment John A. Barhite, at the request of the chair-man, gave the following report of the pro-

"We talked the matter over informally and we made some progress. Mr. Rogers read several ordinances in force in other cities and we discussed them. There are tory, but we did not discuss that ordi-

"Finally I submitted a copy of the ordi-ance in force in Philadelphia. As soon as

the drew that ordinance knew is doing. The din fee struck in the first of the dam discounties. Steeher William C. Barry, of the universal magantile schedule the univ

ester. Nothing, however, was determined at this meeting. We shall meet again Friday afternoon at 4 o'clock in the Common Council chamber, and may hold still another meeting. It is impossible, of course, to get an ordinance ready to present to the Common Council to-morrow night, but it is probable that we shall agree on one to present to the committee. agree on one to present to the com In time for the next meeting, which will

How Philadelphia Works It.

"The device used in Philadelphia to d It consists of a tube fitted with eye glasses of different shades. On looking through the glasses at smoke issuing from chimneys, one is able to determine whether the for the arrest of an offender.

"This ordinance is an eminently fair one and could be made to apply to Roch-ester very well. I do not mean to say that the committee will adopt this ord nance, but simply that it seemed to favorably impress the members. It is likely that after the next meeting attorneys may e called in to draft an ordinance, Wil liam A. Sutherland has been consulted t the smoke matter by Mr. Rogers for Chamber of Commerce committee. expected he would be present at to-day's meeting, but he could not come. He will probably attend the next meeting.

The matter of a smoke inspector was not discussed. There will be no need of a

Quaker City's Ordinance.

Section 1. That for the purpose of regutaken as the basis of this scale; two thick nesses of said glass shall be known and des ignated as No. 1 scale; four thicknesses of said glass shall be known and designated as

sec. 2. It is forbidden and hereby de-red to be unlawful to suffer or permit the

No. 1 scale.

Sec. 3. It is hereby forbidden and declared to be unlawful within the limits of the city to suffer or permit the escape or emission of smoke of a degree of darkness in excess of scale No. 2 for a period of more than the consecutive minutes from any local many the many local scale No. emission of smoke of a degree of darkness access of scale No. 2 for a period of more than five consecutive minutes from any locomotive or river carft standing with banked fires or engaged in shifting; or for a period of more than ten minutes from any locomotive or river steam craft whose fire may be in process of cleaning or preparing for starting. Provided, however, that none of the provisions of this ordinance shain apply in the case of a locomotive or river steam craft in continuous transit through or across the city or entering or departing therefrom. Sec. 4. It is hereby further ordained that smoke may be suffered or permitted to escape from any puddiling, open hearth or forge furnace now erected of a degree of darkness not exceeding No. 2 color scale through a chimney fifty feet high or from any puddiling, open hearth, forge or other furnaces hereafter erected of a degree or darkness not exceeding No. 1 color scale with a chimney not less than 150 feet high; but that the emission or escape of smoke of a color degree of darkness greater than that provided respectively in this section is hereby prohibited and minde urlawful.

Sec. 5. It is hereby further ordained that no funces of a suphurous or obnoxious odor occasioned by the melting of scrap tin or other metal shall be permitted to escape from any foundry or furnace within the built-up section of the city.

ilar to One in Force in Philadelphia.

F. A. Stecher Elected Chairman of Committee and Another Meeting Called for Friday Afternoon.

Report May be Made to the Common Council in Two Weeks- Provisions of New Ordinance Which Meets With Favor.

The new smoke committee appointed by Alderman Kenealy held its first session late yesterday afternoon and made considerable progress toward the solution of the smoke question. The con tee selected a chairman and decided to meet again Friday afternoon to talk over the smoke ordinance further. The ordinance in force in Philadelphia was pro sented at the meeting yesterday and seemed to meet with general favor. There were present at the meeting Al-

men Kenealy and Westbury of the

committee and after George Eastman and William C. Barry had declined to act because of pressure of business, F. A. Stecher was selected chalrman.

Alderman Kenealy informed the spe cial committee that the alderme at a conclusion, at as early a date as possible as to the best means to be adopted, we would recomended that the ready to receive any ordinance that e might agree upon. He s that he felt sure any law which the co mittee members agreed upon ar mayor's committee be requested to se-cure such further data and make such surveys as they may regard necessary in order to present a report as to the best themselves would be satisfactory to a business interests. Aldermen Keneal; and Westbury then withdrew and the committee went into executive session.

The smoke ordinance in Philadelphi was submitted to the meeting and seemed to meet with general approva It follows : Section 1. That for the purpose of reg ating the emission of smoke from chi

neys, stacks, flues or open spaces withithe said city, and to determine by the comparison the degree of darkness of smok so emitted, a color scale shall be and the ame is hereby adopted as follows: thickness of gray glass of sufficient capa ty to cut off 60 per cent. of the light from a flame having a lighting power of sixteer candles shall be taken as the basis of this scale; two thicknesses of said glass shall known and designated as No. 1 scale; fou thicknesses of said glass shall be know and designated as No. 2 scale, Sec. 2. It is forbidden and hereby de clared to be unlawful to suffer or permi

ien re caeane of smoke from a all fires not in motion or fires use or in a state of rest or from any burnt or active fire through a stack, flue or chi ney less than fifty feet high of a cold

greater than No. 1 scale.

See 3. It is hereby forbidden and delared to be unlawful within the ilmits the city to suffer or permit the escape emission of smoke of a degree of darkne in excess of scale No. 2 for a period a period of more than ten minutes fro ny locomotive or river steam craft who fire may be in process of cleaning or pre paring for starting. Provided, however that none of the provisions of this ordi-nance shall apply in the case of a locomo

transit through or across the city or enter-ing or departing therefrom. Sec. 4.-It is hereby further ordained that smoke may be suffered or permitted to escape from any puddling, open hearth forge furnace now erected of a degree darkness not exceeding No. 2 color scale through a chimney fifty feet high or from any pudding, open hearth, forge or other furnaces hereafter erected of a degree of larkness not exceeding No. 1 color sca with a chimney not less than 150 feet his but that the emission or escape of smoke a color degree of darkness greater tha that provided respectively in this sectic is hereby prohibited and made unlawful. Sec. 5. It is hereby further ordained that no fumes of a sulphurous or obnoxious solor occasioned by the moiting of serap tin or other metal shall be permitted to escape from any foundry or furnace within the built-up section of the city, Sec. 6. The provisions of this ordinan

Sec. 6. The provisions of this ordinance shall not apply as to the color of smoke between the hours of 4 A. M. and 7 A. M. Sec. 7. Any person or persons who shall ylolate any of the provisions of this ordinance or suffer or permit any of the acts reby forbidden or declared to be il shall be subject to a penalty of \$25 for and be added to be a penalty to be collected and recovered by and at the suit of the edty, as debts of like amount are now by aw recoverable. Provided, however, that suits for the violation of the terms hays after the offense shall have been com-nitted, and within forty-eight hours after the commission of the offense a notice shall be malled to the offender by the bureau

RATE OF INSURANCE

May Approve Ordinance Sim= Fire Underwriters Refuse Request by Chamber of Commerce.

> Special Flood Committee Asks for More Data Before Estimates of Cost and Remedy from Floods Is Reccommended - Other Business.

At the regular monthly meeting of the Chamber of Commerce trustees yesterday afternoon, a communication was reed from the secretary of the Under-1 respondence regarding the reco Writers Association of the State of New York in reply to a letter sent by Secre-tary lyes sometime ago to the committary ives sometime ago to the committer of twenty of the National Board of of the Underwriters' Association of New Fire Underwriters, asking reduction in York state, having jurisdiction in the insurance rates in view of the fact that city of Rochester, have given the subject thoughtful consideration, and the chairfor by the committee in a previous report, had been made. The letter sets rate-making authorities do not think it forth that the rate-making authorities, advisable to attempt any revision of after careful consideration, have decided rates in your city at the present time. that it is not advisable to grant any revision of rates at this time. "They are, however, of the opinion that later on, when the improvements contemplated have been substantially completed, they will be justified in abating a portion of the increase made under date of April 1, 1901, previding their experience in the business proves favorable."

The letter states that the present rates

The letter states that the present rates on mercantile risks in Rochester were on mercantile risks in Rochester were or twelve years ago, under the Universal on mercantile risks in Rochester were made ten or twelve years ago under the universal mercantile schedule which, if universal mercantile schedule which, if "Second—That at the time said rates "Second—That at t applied literally, would make the rates were made the fire record of your city time the schedule was made the fire had been favorable; the members of your

fact to the fullest advantage and influential enough with their comanies to secure substantial modifica-ions of said schedule and to have it ap Third-That If the Universal Mercal

tile risks would have been consider y higher than the present rates. Fourth-That since the introduction the Universal Mercantile Schedule, e New York State Association of Fire Inderwriters has adopted a new Mershown to be more equitable and satisfactory than the Universal, and its use it the present time, without being modi-

lod, would be more likely to increase the

Schedule had been applied literally without the intervention of your lo

sent rates than to diminish them.
Fifth—That the numerous and serious fires in your city during the last three years, together with similar exerlences in other cities, lead to the action of the 'Committee of Twenty' mying the conditions in various cities ned by a committee of experts and while the national board ass prisdiction over the question of rates, information furnished by the conpittee of experts is neverthe

the various rate-making authorities. Sixth-That the information secured by the committee of experts regarding Rochester simply verifies in large measare what many underwriters have believed for a long time, namely, that con-sitions exist in Rochester that furnish scellent opportunity for serious fires. and that Rochester's favorable exper-lence in former years has been due more to "good luck" than to superior condi-

Seventh-That the people of Rochester should bear in mind that during the recent serious fires, the efficiency of the fire department apparatus and water il is freely admitted that if the fire of February 26, 1904, in the "dry goods dishad gotten beyond the Sibley Lindsay & Curr Company's building on no north or across St. Paul street on west, that the fire department would have been helpless, and that your city would have been subject to a widespread and disastrous conflagration.

"Eighth-That many of the improvments recommended by the committee of iwanty and being made by your city au-thorities simply restore and maintain the efficiency that underwriters had always een given to understand existed, which they have already given credit for their rates. "Ninth-That it should be remembered

that the rate increase of April 1, 1904, offerted only certain classes of risks in your 'congested district,' and that said perense did not affect the large nu

Tenth-That while it is admitted that the experience in Rochester previous to 1203 had been on the whole favorable, it should also be remembered that the se-very losses of 1903 and 1904 have completely nullified the former faperience, and that it will take consider-ible time in the future, with a favorable perlence, to justify insurance compa nies in accepting Rochester risks at the low risks that formerly prevailed, sociation of New York State will cheer-

"Eleventh-That the Underwriters' Asully co-operate with the people of Rochester in any effort that they may make to prevent and extinguish fires and that bey will abate the various charges for defects in conditions and risks who

provements are made to warrant them. Trusting this will give an intelligent anding of the situation, and hanking your city officials and people or the efforts they are making to ima high standard of efficiency, we remain

"Yours respectfully,
"Chas. F. Colt, Secretary." Graves, James E. Booth, L. G. Wett William C. Barry and Walter W. Powers was appointed by the chamber over a year ago submitted their report, which was as follows:

"To the Officers and Trustees of the Rochester Chamber of Commerce: "Your committee appointed May 2, 1904, to take into consideration the best means

"It will be remembered that a resoluee of five to act jointly with this com-Fisher, city engineer : Thomas W. Pinucane, contractor; George W. Rafter, ensulting engineer; Housten Barnard, assistant state superintendent of pub-lic works, and J. Y. McClintock, county ngineer. The mayor's committee of engineers and experts took the matter up in a thorough and exhaustive way, com-piling a history of the flood conditions during from 1803 to the present time. The making of this report has involved a large amount of work from busy men, and consequently it has taken consider-Your committee considered it advis-

ommittee. This report was completed in February. It has been printed and vance copies were placed in the hands ough study of this report, but find it ery comprehensive as covering the conons up to the present time. Severing the severing the severing the severing time. of this committee state that further data hould be secured and surveys made be

Printed copies of this report will soon be ready for distribution to those interested in the flood problem. We would recommend that members of the chamber and all others interested read this report. Our committee desires to thank the mem-bers of the mayor's committee for the

able, thorough and painstaking manner in which they have done their work. "In the judgment of your committee, the danger from a disastrous flood is such that the only wise course to take is to make a careful survey of the entire situation and decide upon the most practical and economic remedies to overome or mitigate this danger.
"While there may be some who may

advocate inaction because of our forthinate escape from serious damage since the great flood of 1865, we believe that the feeling of nearly everyone int is that we have had many narrow estions is likely to arise at any time that will cause a great loss of property, and possibly life, in not only a large district in the central business section of the city, but in residential sections as well, "We are fortunate in having only a

aparatively short channel within the city limits to provide for, as we have a sufficient outlet below the upper falls; and if conditions are made safe from that point to the southern boundaries of the city, the flood menace will be overome for all time. Instead of paying an annual premium for protection, as in the case of fire insurance, there will be but a single premium of assessment.

The report of the mayor's committee our constant liability from a disastrou overflow of the river. On page 53 of the report we find this statement: 'Is there kely to occur a higher flood than that the highest flood likely to occur in the Genesie river? After considerable study of the matter we are compelled to y that possibly the maximum flood at chester has not yet occurred, and that a concatenation of circumstances hich does not seem at all improbable maximum flood of perhaps 60,000 cubic out per second may occur at some time the future.

This conclusion is largely drawn from a flood of July, 1902, when at Angelica e total rainfall for the month was 12.46 ses, with the greatest daily rainfall of 4.50 inches. At Atlanta, for the same month, the total rainfail was 10.21 inches; at Arcade the total for the month was .51, with the greatest daily of 2.30

"If such a rainfall as that at Angelica of the Genesee river, it is fulte possible that there would be a flood of over 60,000 cubic feet per second at Rochester. A flood of this magnitude would be extremely destructive here.

"To show the probability of such a rainfall, the statement is then made that rainfalls as heavy have occurred over areas larger than the Genesee river catchment. In 1859, at the time of the Johnstown flood, there was a rainfall over an area of 20,000 square miles in hree days, averaging for the entire area over 4 1-2 inches. At the same time an cessive rainfull over a large area o This caused the Chemung river flood.

"The mayor's committee quotes the following from the report of the com-mittee of the American Society of Civil Engineers investigating the Johnstown flood: 'However remote the chances of an excessive flood may be, the only con-sistent policy, when human lives, or even large interests, are at stake, is to provide

"As the mayor's committee states, this remark applies forcibly to flood conditions in the Genesce river at the city of Rochester.

In view of the importance of arriving at a conclusion at as early a date as pos-sible as to the best means to be adopted, we would recommend that the mayor's committee be requested to secure such forther data and make such surveys as they may regard necessary in order to present a report as to the best remedies to be adopted and the estimated expense

" We would suggest that the borings in oring the channel, should be made deep-enough to give the data necessary to ap-proximate the expense of a tunnel from the Court street dam to the upper falls, that this plan may also be taken into consideration with the others

race, as suggested on page 72 of the report, we believe would be advisable in onnection with any other plans that may be adopted. As this work can be done at comparatively slight expense, would recommend to the mayor and the mon Council that this should be done be earliest date possible, without waiting for final plans, as this improve ment alone might be the means of avert-ing much danger."

The report was signed by Mr. Graves

W. Powers and William C. Barry. The

The following resolution was unanimously adopted

Resolved. That the trustees of the Chamber of Commerce request the mayor and the Common Council to take neces-sary action to provide such funds as may e required to make surveys and estimates of cost recor

Secretary Ives read a com-

remedles they would recommend. | pany in which they stated that they were seriously considering the proposition to run sleepers direct from Rochester to Washington and Philadelphia, A copy of Country Life in America, containing the page advertisement of Rochester was passed around for the members to see. The following new members were received: Firman & Webb, insurance, 110 Wilder building; J. A. Benjamin cash registers, 23 South avenue; Max Weinburg, street car advertising, 52

COST OF TUNNEL IN BED OF RIVER

CHAMBER OF COMMERCE WANTS TO KNOW IT.

FLOOD COMMITTEE'S REPORT

Trustees of Chamber to Ask City to Provide Funds for Investigating Measures for Flood Relief. No Lower Insurance Rates Now

At the monthly meeting of the Board of Trustees of the Chamber of Commerce yesterday afternoon, the Flood Commit-tee, which was appointed over a year ago,

yesterday afternoon, the Flood Commit-tee, which was appointed over a year ago, made a report. The committee is com-posed of H. B. Graves, James E. Booth, L. G. Wetmore, William C. Barry and Waster W. Powers. The committee in its report of yester-day referred to the appointment of a com-mittee by the Mayor, to not with the chamber's committee and to the report made by this committee last February. In this report, it was said, the engineers In this report, it was said, the engineers "state that further data should be secured and surveys made before estimates of costs can be given or a final decision made as to which remedy or remedies they would recommend." All of the members its committee to read the report of the Mayor's committee

It was due to good fortune that could not be expected to hold forever, the com-mittee said, that Rochester had been for so long free from a disastrons flood. In the course of a discussion of the report submitted by the Mayor's committee, the

report made yesterday said, in part:
"In view of the importance of arriving at
a conclusion, at as early a date as possible,
to the best means to be adopted, we could recommend that the Mayor's cor mittee be requested to secure such further data and make such surveys as they may regard necessary in order to present a report as to the best remedies to be adopted

and the estimated expense of each.
"We would suggest that the borings in
the river channel which they recommend
in reference to the advisability of deepening the channel should be made deer enough to give the data necessary to a proximate the expense of a tunnel fro the Court street dam to the upper falls, that this plan may also be taken into con-

deration with the others,"
The resolution that follows was adopted Resolved. That the trustees of the Cham-ber of Commerce reputes the Mayor and Common Conneil to take necessary action to provide such funds as may be required to make surveys and estimates of cost recom-mended by the Mayor's committee for the prevention of flood damages by the Genese-river in the city of Rochester.

A lengthy communication from the Un-

A lengthy communication from the Un-derwriters' Association of New York was derwriters' Association of New York was read, which was in reply to a letter from the chamber, asking if, in view of he fact that many improvements in the fire protection service of the city had been made, lower insurance rates for Rochester could, not be had. This communication says that the question was referred to the district committee having jurisdiction here, and that it was its opinion that "later on, when the improvements contexplated have been substantially completed, it will be justified in abating a portion of the increase made under date of April 1, 1904, providing that its experience in the busi-

providing that its experience in the business meanwhile proves favorable."
The communication then gives eleven reasons why it thinks that Rochester's immunity from serious lires for many years was due to good luck rather than to its having made provisions against fives and for extinguishing them when

It was reported that the Frank A. Clements Woodworking Machine Com-pany had been offered twelve neres of land by the Board of Trade of Williams-port, Pa., if it would move its plant to that city; but that the Chamber of Com-merce had prevailed upon the company to merce had prevailed upon the company to remain in Rochester, and that the com-pany had bought a site of twelve acres on Lyell avenue, where it would build two buildings, in which 300 pror

A letter from Mrs. Charlotte A. Persons, chairman of the Public Health Con mittee of the Local Council of Women, asked the chamber to work for the proed curfew ordinance, which is about be introduced in the Common Co The letter was referred to the Public

Some time ago a member of the chamher who was in Atlantic City had occasion to send a telegram by the Western Union Telegraph Company from there to Roches-ter, and he found that while he could send It to Buffulo for 25 cents, it would cost him 40 cents to send it to Rochester. The Chamber of Commerce asked that this con-dition be corrected, but a letter received from the company, and read vesterda

in a letter to the chamber said that the mpany was considering the operating sleepers direct from Rochester to Philadelphia and Washington. New members received were: Firman

& Webb, insurance, No. 110 Wilder building; J.A. Benjamin, cash registers, No. 23 South avenue; Max Weinburg, street ear advertising, No. 520 Powers

INSURANCE RATES

Reply Received From State Board of Underwriters.

REASONS GIVEN

Recommendations of Flood Committee Accepted by Chamber of Commerce.

COMMITTEE TO FURNISH DATA AND MAKE SURVEYS

The regular monthly meeting of the crustees of the Chamber of Commerce was held yesterday afternoon, President Clinton Rocces presiding, Some time ago a committee of twenty, representing the National Association of Underwriters, asked that a number of municipal improvements in the way of added fire protection be made, and some time since Sections have strette that 55 per cent of Secretary lyes wrote that 75 per cent of the improvements asked for had been unde by the city, and asking that a corresponding reduction in insurance rate he made. He was referred to the board of underwriters of New York State and he following self explanatory letter was read at yesterday's meeting;

The Letter.

"Syracuse, N, Y., May 22, 1995.
"John M. Ives, Esq., Secretary,
Rochester Chamber of Commerce,
Rochester, N, Y.:
"Dear Sir—Referring to the recent cor-

spondence regarding the recomme lons of the committee of twenty of the National Board of Fire Underwriters, and your inquiry about a reduction in fire insurance rates, the District Committee of the Underwriters' Association of New York State, having jurisdiction in the this of Rochester, have given the subject thoughtful consideration and the Chair-man has requested me to say that the mito-making authorities do not think it ndvisable to attempt any revision of rates in your city at the present time. They are, however, of the opinion that, later on, when the improvements contemplated have been substantially com-pleted, they will be justified in abating portion of the increase-made under date of April 1, 1964, providing their experi-ence in the business proves favorable.

"The reasons for this statement are: "First-Tint the present rates on mer-antile risks in your city were made ten or twelve years ago, under the Universal

Second-That at the time said rates were made the fire record of your city had been favorable: the members of you local Board of Fire Underwriters utilized that fact to the fullest advantage and were influential enough with their com-punies to secure substantial modifica-tions of said schedule and to have it appilled in a manner exceedingly favorable

for the property owners in your city.

"Third—That if the Universal Mercantille Schedule had been applied literally,
and without the intervention of your local board members, rates on your mercantile risks would have been consider-

ably higher than the present rates, "Fourth-That since the introduction of the Universal Mercantile Schedule the New York State Association of Fire Underwriters has adopted a new Mer-cantile Schedule, which experience has shown to be more equitable and satis-factory than the Universal, and its use at the present time, without being modified, would be more likely to increase the

Fires Were Numerous.

"Fifth-That the numerous and serious fires in your city during the last three s, to gether with simila rexperies other cities, led to the action of the Committee or Twenty" in having the conditions in various cities examined by committee of experts; and while the onal board assumes no jurisdiction over the question of rates, the information furnished by the committee of experts is nevertheless utilized by the varius rate-making authorities. "Sixth-That the information secured

by the committee of experts regarding Rochester simply verifies in large measure what many underwriters have believed for a long time, namely: that con-ditions exist in Rochester that furnish excellent opportunity for serious fires, and that Rochester's favorable experience in former years has been due more to "good luck" than to superior conditions. "Seventh-That the people of Rochester should bear in mind that during the

recent serious fires, the efficiency of the fire department apparatus and water supply has not been questioned, athough it is freely admitted that if the fire of February 26, 1894, in the "Dry Goods Dis-trict" had gotten beyond the Sibley, Lindsay & Curr Company's building on

the north or across St. Paul Street of the west, that the fire department would have been helpless, and that your city would have been subject to a widespread north or across St. Paul Street on |

and disastrous conflagration,
"Eighth—That many of the improvements recommended by the committee of
twenty and being made by your city auities simply restore and mai efficiency that underwriters had always been given to understand existed, and which they have already given credit for

Only Certain Risks Affected.

"Ninth-That it should be remembered the rate increase of April 1, 1904. affected only certain classes of risks in your "congested district," and that said increase did not affect the large num of risks outside of the said "conge

Tonth-That while it is admitted that the experience in Rochester previous to 1963 had been on the whole favorable, it should also be remembered that the severe losses of 1963 and 1904 have completely multified the former favorable expended that the severe losses of 1963 and 1964 have completely multified the former favorable expended to the favorable to the favorable expended to the favorable expensive expe perience, and that it will take considera-ble time in the future, with a favorable experience, to justify insurance compa-nies in accepting Rochester risks at the low risks that formerly prevailed. "Eleventh—That the Underwakters' As-

ociation of New York State will cheerfully co-operate with the people of Rochester in any effort that they may make to prevent and extinguish fires, and that they will abate the various charges for defects in conditions and risks whenever

improvements are made to wurrant them.

"Trusting this will give an intelligent understanding of the situation, and thanking your city officials and people for the efforts they are making to improve conditions and maintain them at a high standard of efficiency, we remain, "Yours respectfully."

"CHAS, F. COIT, Secretary." H. B. Graves, chairman of the com-mittee on the prevention of damage. In Rochester by the flooding of the Genesce River, has recently returned from a trip to Europe, and the following report was rendered by the committee;

. The Flood Report.

"To the Officers and Trustees of the Rochester Chamber of Comm "Your committee appointed May 3, 1904, to take into consideration the best means to midgate the danger in this city from floor in the Genesce River, reports as

It will be remembered that a resolution calling for this committee also requested the Mayor to appoint a committee of five to act jointly with this comttee. In response to a request from the chamber, Mayor Cutler appointed the Very able committee consisting of Edwin A. Fisher, City Engineer; Thomas W. Finucane, contractor; George W. Rafter, consulting engineer; Housten Barnard, Assistant State Superintendent of Pub-Works, and J. Y. McClintock, County Engineer, The Mayor's committee of er gineers and experts took the matter up in a thorough and exhaustive way, compiling a history of the flood conditions dating from 1803 to the present time. The making of this report has involved a large amount of work from busy men, and consequently it has taken consider

able to await the report of the Mayor's committee. This report was completed in February. It has been printed and advance copies were placed in the hands of your committee only yesterday. We have not yet had time to make a thor-ough study of this report, but find it very comprehensive as covering the conditions up to the present time. Several remedies are suggested, but the engineers of this committee state that further data should be secured and surveys made be fore estimates of costs can be given or a final decision made as to which remedy or remedies they would recommon Printed copies of this report will soon be ready for distribution to those interested in the flood problem. We would recommend that members of the chamber and all others interested read this report. Our committee desires to thank the members of the Mayor's committee for the able, thorough and painstaking manin which they have done their work.

Careful Survey Necessary.

'In the judgment of your committee, the danger from a disastrous flood is such that the only wise course to take is to make a careful survey of the entire situation and decide upon the most praccome or mitigate this danger,

"While there may be some who may advocate inaction because of our fortunate escape from serious damage since the great flood of 1865, we believe that the feeling of nearly everyone interested the feeling of nearly is that we have had many narrow es-capes, and that a combination of conditions is likely to arise at any time that will cause a great loss of property, and possibly life, in not only a large district in the central business section of the

city, but in residential sections as well city limits to provide for, as we have a sufficient outlet below the upper falls; and if conditions are made safe from at point to the southern boundaries of the city, the flood menace will be over come for all time. Instead of paying as case of fire insurance, there will be but a single premium or assessm

Maximum Flood To Come.

"The report of the Mayor's committee our constant liability from a disastrous overflow of the river. On page 53 of the report we find this statement: 'Is there likely to occur a higher flood than that

by a concatenation of circumstances which does not seem at all improbable, a maximum flood of perhaps 60,000 cubic eet per second may occur at some time

in the future. "This conclusion is largely drawn from the flood of July, 1902, when at Angelica the total rainfall for the month was 12.46 nches, with the greatest daily rainfall of 4.50 inches. At Atlanta, for the same month, the total rainfall was 10.21 inches, with the greatest daily of 2.34 Inches at Arcade the total for the month wa with the greatest daily of 2.30

"If such a rainfall as that at Angelica that there would be a flood of over 69,066 cubic feet per second at Rochester. A flood of this magnitude would be ex-

Such Rainfall Possible.

"To show the probability of such . rainfall, the statement is then made tha rainfalls as heavy have occurred over areas larger than the Genesee River catchment. In 1889, at the time of the Johnstown flood, there was a rainfall over an area of 20,000 square miles in three days, averaging for the entire area over 41/2 inches. At the same time an excessive rainfall over a large area of curred very near the Genesce catchment This caused the Chemung River flood.

"The Mayor's committee quotes the following from the report of the com-mittee of the American Society of Civil Engineers investigating the Johnstown flood: 'However remote the chances of an excessive flood may be, the only con-sistent policy, when human lives, or even large interests, are at stake, is to provid and to build the embankment of ample

"As the Mayor's committee states, this remark applies forcibly to flood condi-tions in the Genesce River at the city

Suggestion Made.

'In view of the importance of arriving at a conclusion at as early a date as pos-sible as to the best means to be adopted, We would recommend that the Mayor' further data and make such surveys as they may regard necessary in order to present a report as to the best reme to be adopted and the estimated expense

We would suggest that the borings in the river channel, which they recommend in reference to the advisability of deep-ening the channel, should be made deep enough to give the data necessary to ap-proximate the expense of a tunnel from the Court Street dam to the upper falls, that this plan may also be taken into consideration with the others.

"The improvement of the river walls from the Eric Canal aqueduct to Brown's race, as suggested on page 72 of the re-port, we believe would be advisable in connection with any other plans that may be adopted. As this work can be done at comparatively slight expense, we would recommend to the Mayor and the Common Council that this should be done waiting for final plans, as this improve-ment alone might be the means of avert-

ng much danger," The report was signed by Mr. Graves, James E. Booth, L. G. Wetmere, Walter W. Powers and William C. Farry, The

report was accepted,

The following resolution was unanimously adented:

"Resolved That the trustees of the Chamber of Commerce request the Mayor and the Common Council to take necessary action to provide such funds as ma be required to make surveys and esti-mates of cost recommended by the Mayor's committee for the prevention of flood damages by the Genesee River in the city of Rochester."

New Concern Coming.

Secretary Ives reported that the Frank . Clement Woodworking Machine Com-any had been offered twelve acres of land by the Board of Trade of Williams-port if it would locate in that city. The coosern owns a plant in Wisconsin and another in New Hampshire, and it is deskied to consolidate the three plants. The local Chamber of Commerce offered a bort time ago to duplicate this offer if the company would remain in Roche

The company has purchased land for its larger plant on the Lyell Road and will bring its entire manufacturing businechanics, who will settle here to work A copy of Country Life in America was

shown, in which was a page advertise ment, placed by the Chamber of Com calling attention to the advan tages of Rochester as a manufacturing center and residence city. The following new members were admitted: Firman & bh, J. A. Benjamin and Max Wine-

communication was read from the Lehigh Valley Railroad Company stating that in a short time direct sleeping cars Rochester to Philadelphia Washington would probably be provided.

at Next Meeting of Manufacturers and Merchants. 5/27 Agreement was reached on a number of points and it was decided that a tentative ordinance should be prepared, at a meeting held yesterday afternoon by the

committee of manufacturers and merchants, which was appointed recently by Alderman Kenealy, of the Public Safety quimittee of the Common Council. The meeting was in the Common Conneil chamber, and it was arraigned that another meeting should be held in the same place at 4 o'clock next Thursday after-noon, when a draft of an ordinance, based on the discussion of yesterday, will be submitted by John A. Barbite, one of the committee. Besides Mr. Barbite, there were at the meeting yesterday Clinton Rogers, George Eastman, William C. Barry, F. A. Stecher and E. P. Reed.

The meeting yesterday lasted about two hours, and, while nothing definite as to the questions upon which the members of the committee agreed was given out, it was said that good progress had been made towards framing an ordinance that would be satisfactory to all. The proposed ordinance to be drawn up by Mr. Barhite will be subjected to discussion at the meeting next week, and will probably modified in some details; but it is hoped that with it as a basis the draft may be gotten into practically final form.

At a meeting of the committee Monday afternoon, the smoke ordinance in force in Philadelphia was submitted, and the general plan of it received favorable con sideration from the committee. The ordinance now before the Common Council is of a much different character. Provisions of these and of ordinances in force in other cities were discussed yesterday, with a view to arriving at such regulations as would apply to conditions in Rocheste Agreement was reached o dints that it was decided that Mr. Barhite should submit a tentative ordin at the next meeting.

WEBB'S VIEWS ON THE SMOKE **ORDINANCE**

Corporation Counsel Says Practical Law Can Be Drafted.

Objects to Some Features of Measure Now Before Joint Committee of the Common Council.

Does Not Believe Smoke Inspector is Needed and Says Engineers Should Be Made Responsible With

Union and Advertiser

Corporation Counsel Webb said this

morning that a practical smoke ordinance could be drafted and, if adopted enforced by the city law department without trouble. He thinks that the ordinance now before the joint committee of the Common Council is objectionable in certain features, but he is willing to undertake the framing of a new ord nance that he is certain will be sustained

by the courts.
"It seems to me if the city wants a workable smoke ordinance," said Mr. Webb, "that all that is necessary is draft one similar to the ordinances force in western states and which have been upheld by the courts. They ap-pear to have solved the smoke problem in the west, and where there have been violations of the law the cities have seictions without trouble

"I think that a practical ordinance would be one which makes it a misdemeanor for dense smoke to issue fro chimneys within a certain radius of the center of the city or anywhere within the city if that is desired. Then i would be impossible for owners of build ings to pour dense black smoke over the city continually as some of them are

"However, I think the ordinance should make the engineers and firemen equally responsible with the employers for this reason: It is conceded that much of the smoke is the result of im-proper stoking. A fireman can throw on a dozen shovelsful of oal and make a cloud of smoke, whereas if he threw on a couple of shovelsful at a time, and stoked of:=ner there need be little if any smoke. A lazy or careless fireman can have smoke coming out of the chimney all the time, while a careful man, who works hard, can get along with hardly any smoke.

"Supposing a firenan or engineer does not do his work wel! under the ordinance

of 1865? The question may be appropriately asked: Was the flood of the control of the Genesee River? After committee of the ordinance will be considered at the possibly the maximum flood at Rochester has not yet occurred and that, AGREES ON DETAILS OF **Now under consideration. He can have smoke opining from his furnace all depand the control of the ordinance. He knew the opinions of the ordinance. He knew the opinions of the ordinance. He knew the opinions of the ordinance will be considered at Next Meeting of Manufacturers. **Now under consideration. He can have smoke opining from his furnace all depand to the ordinance. He knew the opinions of the ordinance. He knew the opinions of the ordinance will be considered at Next Meeting of Manufacturers. **Now under consideration. He can have smoke opining from his furnace all depand to the ordinance. He knew the opinions of the ordinance. He knew the opinions of the ordinance will be considered at Next Meeting of Manufacturers. **Now the provisions he would put in the draft of the ordinance. He knew the opinions of most of the members of the committee, but thought it should be discussed by all the ground offense \$10 and so on, there would have the opinions of the members before their conclusions are given.

econd offense \$10 and so on, there would soon, he am end to the smoke nuisance.

"Porhaps it would take two firemen to stoke so there would be no smoke, but most of our large building owners could stand that. It night work a hardship on small manufacturers, but certainly if the fireman and engineer were made coughly responsible with emwere made equally responsible with em-ployers I believe the main point in the smoke question would be solved. The smoke question would be solved. The trouble with the ordinance proposed is that a lazy fireman can do as he likes and someone else stands the blame. It seems absurd not to be able to punish the engineer or fireman when all admit that proper steking will do away with the greatest amount of the smoke.

"It is also absurd to provide

"It is also absurd to provide for a smoke inspector who has the right to go into a man's plant night or day. If the ordinance I suggest was in effect no inspector would be needed. If a man was allowing his chimneys to pour dence smoke over the city all that would be necessary to convict him or his conhe necessary to convict him or his engineer, which ever was responsible, would be a camera. A few pictures pro-duced in court would convict a man better than any verbal evidence. We could send a man out to take photographs and end the trouble immediately.

"The city would take pictures of the plant when it was belching forth smoke and when it was not to show that it necessary to have all this I do not believe that it is right to have a smoke inspector who can invade a man's plant whenever he wants to night man spant whenever he wants to hight or day. The camera would be much more effective and would not be tramp-ling on anyone's rights.

"The western states have simple or-

dinances along the lines I have suggest-ed, and the courts have upheld them whenever a case has come up. There the smoke problem is practically solved and it seems as if it could be a solved. and it seems as if it could be here with the proper sort of an ordinance."

MAY 30, 1905.

HAS PLAN FOR DECREASING RATES OF FIRE INSURANCE

A. G. Vetter Suggests That City Use Private Company's System to Better Fire Protection Service.

ly using the system of the Rochester & Lake intario Water Company, A. G. Vetter, vice-resident of the Vetter Desk Works, says in a ster to the Chamber of Commerce, lower insurance rates could be obtained. Mr. Vetter refers he communication sent to the chamber by the etary of the State Board of Underwriters, in which it was stated that there could be no reduction in insurance rates in Rochester until there is a more efficient fire protection service, and quotes the following statements, which are given in the letter as reasons why no reduction in rates could be made at present:

"That while it is admitted that the experi in Rochester previous to 1963 had been on the whole favorable, it should also be remthat the severe losses of 1903 and 1904 have com-pletely nullified the former favorable experience. and that it will take considerable time in the uture, with a favorable experience, to justify in-surance companies in accepting Rochester risks at the low rates that formerly provalled. "That the Underwriters' Association of New

That the Underwriters: Association of New York State will cheerfully co-operate with the people of Rochester in any effort that they may make to prevent and extinguish fires, and that they will abute the various charges for defects in conditions and risks whenever improvements are made to warrant them."

Mr. Vetter says:

"As you are aware, the Rochester & Lake Ontario Water Company's mains run through the heart of the city and the company could easily lay mains into the congested districts and place its hydrants where most desirable, to give a presure of 90 pounds which, if necessary, can be increased to 100 pounds and, in emergency, to 110 pounds. This tremendous pressure would ren-der the use of fire engines quite unoccessary, thus securing great economy in service

trial progress, I shall be glad if you will submit trial progress, I shall be given this suggestion to your Chamber of Comm

TO DRAFT A NEW SMOKE ORDINANCE

IT WILL STAND THE TEST, BARHITE SAYS. D9 6 - 5-30-05 MAY MAKE STOKER LIABLE

Corporation Counsel Says it Will Not be Sound if Employer Alone is Held Responsible-Objection to Creating Position of Inspector

The special committee appointed by Chair-

nan Kenealy, of the Common Council Pub-c Safety Committee, for the purpose of

rawing up a smoke ordinance, will hold an-

other meeting Thursday, when it is expected Chairman John A. Barhite will present & "There were two members of the committee who were absent from the last meeting," said Mr. Barbite yesterday, "and for that reason we did not reach any definite conclu nance; something that will stand the test of the courts and be practical. This I will do before Thursday, and I think we can agree Mr. Barbite said he did not know just

powers will be stricken out and that a penal ordinance will be framed making the enneer or stoker equally liable with the employer. This, it is said by lawyers is the

Corporation Counsel Webb has some decided views on the subject of a smoke ordi-nance. He thinks an ordinance can be framed-that will abute the nulsance of coal smoke and still be sustained by the courts. He says ordinances are in force in the Western states that have been upheld by the courts and that appear to have solved the smoke problem. "A practical ordinance," said Mr. Webb

resterday afternoon, "Is one that will make it a misdemeanor for dense smoke to issue rom chimneys. A penal ordinance, however, that does not make the engineer and firemen ly responsible with the employers, I believe will stand. In most cases of black smoke, it is the stoker that is primarily responsible. Under the ordinance introduced in the council and amended, a careless fire-man can violate the law all day, without the knowledge of the employer, unless his attention is called to it, and the employer alone is responsible. Bring the stoker and the em-ployer both into court and I would be willing

"Another objectionable provision is that which creates a smoke inspector, with the power to enter a plant at any time. This would not only be annoying, but unnece Instead of a smoke inspector, send a man out with a camera. A picture showing dense amoke pouring out of a chimney, so that you ean't tell where the chimney ends, would be pretty good evidence for any jury."

NEW SMOKE ORDINANCE. Tentative Draft to Be Submitted by Attorney Barbite.

Attorney John A. Barbite told a Post Express reporter to-day that he would robably have a tentative draft of the w compromise smoke ordinance read submission to the third meeting The draft will probably be modified to meet the views of some members of the committee and when indersed as satisfactory by all of them, will be introduced

at the first meeting of the Commor Council in June. It is believed that the provision creat he engineer or stoker equally liable with the employer or owner of the buildwith the employer of owner ing. This is said by lawyers to be the only kind of an ordinance that will stand the test of the courts.

UNION AND ADVERTISER: WEDNESDAY, MAY 31, 1905.

ARBITRATION CONFERENCE IN SESSION

Annual Gathering at Lake Mohonk of Men and Women Devoted to Peace.

Judge Gray Speaks of the Progress of the Idea of Discussion, Instead of Fighting, Between Nations.

War Only Subdues, Not Settles Disnor in Arbitration, Not in Battle.

LAKE MOHONK, N. Y., May 31 .- The eventh annual meeting of the Lake tohouk conference on international arbi-vation opened this morning, with Judge eeorge Gray of Delaware presiding. carly three hundred members are pre-

it, among them being:

Gov. George H. Utter of Rhode Island,
kig. Ger. George B. Davis, U. S. A.;

Jon. Wayne McVeagh and Charles M. Perper of Washington, Hon, Lyman J. Gage, Dr. Lyman Abbott and Japanese Consul General Uchida of New York, George R Jones, Bliss Perry and Hon. Robert Treat Paine of Boston, Chancelor Henry M. MacCracken of New York Iniversity, Profs. John Bassett Moore and John B. Clark of Columbia, Justice iden Chester of New York Su ourt, together with many other notable,

official delegates from over thirty bustess organizations of the country are in itendance, among the bodies thus repclation of New York, the Chambers of Commerce of Boston, Albany, Rochester and Milwaukee.

The proceedings opened to-day with an address of welcome by Albert K. Smiley, the founder of these conferences and their host from year to year. In his opening address Judge Gray said

was not to be expected that this great reform and betterment of the world's condition could be accomplished in the period of a generation. Old preju-dices and habits of thought die out slow-The world does not progress by leaps and hounds, but in the slow process of the ages we cannot full to see the steady gain of humanity. The ground we have gained we will not lose. From the hour f the establishment of The Hague tri-unal no backward steps have been pos-tble. The trend of public opinion is all air way. It is becoming more and more recognized that international peace is necessary to the establishment of inter-national justice. In spite of disappoint-ments, there is much to cheer us as we look towards the oncoming years of the new century. No one now seriously con-troverts the general proposition that in-ternational disputes should be settled by arbitration. The Senate of the United States has not dissented, but has in ef-fect approved the first article of the sev-eral arbitration treatiles presented to it.

again recite it :
"'Article 1, Differences which may arise of a legal nature or relating to the Interpretation of treaties existing be-tween the two contracting parties and which it may not have been possible to settle by diplomacy shall be referred to the permanent court of arbitration es-tablished at The Hague by the conven-tion of July 29, 1899, provided, neverthe-less, that they do not affect the vital interests, the independence or the honor of the two contracting states and do not concern the interests of third parties.

"I hope to live to see the day in the

near future, when it will be recognized that the national bonor is best subserved by righteousness and justice and a love of peace. I hope we shall all live to see the day when the national bonor will b most seriously involved for that nation that refuses to trend in the pathway of peace and arbitration. There is no inpernational question that does not in-volve in some respects the nationa honor, but what nation ever emerged from an arbitration with its honor dinamed or rather not brightened by the very fact that it had submitted to an arbitral tribinal the disputes which otherwise could have only been subdued, not settled, by the arbitrament of the

Gray with an address on the year's progress in international arbitration,

r, JUNE 1, 1905.

ARBITRATION TREATIES AT LAKE MOHONK

Commissioner MacFarland Details History of Covenants Rejected by Senate.

Friends of Arbitration Divided as to Significance of Amendments by Congress.

Negotiations, He Declares, Had Most Encouraging Effect and Gave United States Unique Distinction.

LAKE MOHONK, N. V. June 1 .- The Hon, Henry B. F. MaeFarland, president of the board of commissioners of the Dis rict of Columbia, addressed the Lake Mohonk conference to-day, taking as his subject a historical review of the negotiations and failure of the recent arbitra tion treaties between the United States. and other nations. Mr. MacFarland

President Roosevelt, friend of International justice, fully met the hopes of the last Mohonk conference, by asking for another Hague conference and by presenting to the Senate ten obligatory arbitration treaties. And the Senate ratified every one of these treaties, but with an amendment which required that in each individual case a new treaty should be submitted to the Senate and ratified before the arbitration could be

Thereupon, the President, with the ordini assent of Secretary Hay, filed the amended treaties in the state depart. nent thinking it unwise to ask the othbeen taken. The President stated that

be a siep backward. The friends of in-ternational arbitration divided on the question, but it seems evident that the not on the whole set back, if it were not

advanced.

"Certainly, the negotiation of the treatiles by the President had a most encouraging effect and its happy influence will not be lost. The United States, which brought about the establishment of The Hague tribunal, and brought the first cases before it, was once more given unique distinction by concluding the largest number of compulsory arbitra-tion treaties ever secured at one time. The treaties were with Great Britain, Germany, France, Italy, Austria-Hun-gary, Sweden and Norway, Switzerland, Spain Portugal and Mexico. They were practically duplicates of the treaties con-cluded by Great Britain with France and other countries and copies of one an-other."

COLLEGES AS TEACHERS

Chancellor MacCracken on Influence of Higher Institutions of Learning.

Not Much Progress Has Been Made in Teaching of International Law in Quarter of Century.

Exhorts Professors to Dwell Upon Benefits of Peace and Miseries and Cost of War.

LAKE MOHONK, N. Y., June 2,-Henry M. MacCracken, chancellor of New York University, to-day addressed the Lake Mohonk conference on the subject, "How Colleges and Universities May Help International Arbitration."

"The colleges may have their part in he said, "by teaching to their students the right doctrine respecting national obligations. If the institutions of higher learning in all nations would do this, then the highest probability would be that the governments of those nations would never dream of arriving at a set ement of their differences by a resort

to war,"
The work should begin at home, Mr. MacCracken said, and he then reviewed the progress being made in this direc-tion. He could not see that much had been accomplished, however. The same text book that was used in teaching in-ternational law to college students twen-ty-five years ago is still in use, with the mly change that fewer pages are to-day devoted to a discussion of the duties of nations in times of peace than was the

case then.

He advocated three improvements in the teaching of history, which he believed would bring good results towards avoid-ing war. First, the magnifying of the achievements of nations in times of peace; second, giving true and vivid acthird, beginning with the teaching of history in high schools to describe and

exalt the preventatives of war.

Mr. MacCracken then touched on the subject of the Cecil Rhodes scholarships at Oxford University. The Rhodes foun-dation, he said, would have accomplished more good toward securing international arbitration if it had been arranged for young men who had taken their first de-grees, who had passed out of their "teens," and if provision had been made that the faculty should be international circumstances, he argued, the students would inevitably be led to consider how a further union of all nations could be If the colleges in America would take

up the work and teach their own stu-dents the right doctrine in regard to in-ternational arbitration, then they would be in a position to urge upon universi-

AT PEACE MEETING

Purposes of Arbitration Move Set Forth.

PRESIDENT'S EFFORTS PRAISED

Treaty Now in Force Between Denmark and The Netherlands Considered an Ideal One.

By Special Wire to The Herald.
Lake Mohonk, N. Y., June 2,-A platorm of principles setting forth the achievements and purposes of interna-tional arbitration movements was adopted in to-day's session of the conference on international arbitration. Chancellor Henry W. Macracken, of New York University, was the first speaker at the morning session of the conference. Dr. Henry Leipseiger, of New York, said that it was proposed to ditary school, but If \$1,000,000 was apont in impreshig upon the youth of

the country the wastefulness, the sh-fulness and uselessness of war, a far better result would be attained. Urlef addresses of greeting were made y Dr. H. Schirug of Russian; Count LaRocca of France, and Dr. Jose De Paul of Venezuela .

The Platform.

The platform expresses its gratificaover the advance made in the cause of pucific settlement of disputes during the past year and points out that The Hague convention commands increasing unidence and that its purpose and scope the North Sea incident is cited and con-fidence is expressed that the tribunal will become of increasing importance in

naintaining the peace of the world, The platform continuing states; "We o highly gratified with the efforts of President Roosevelt in promoting the causes of international peace and justice and we rejoice in his call for a second conference at The Hague. We confi-lently expect that any questions of indetermined will there find wice so-

General Treaty Favored.

"We slso hope that the conference will frame a general freaty of arbitration that may more effectively meet the reulrements of the situation than any pocial treatics yet proposed have done and we will be gratified if the indefinite and clastic exceptions of matters of 'ng ional honor and or vital interests' shall

"We carnestly hope that if such a country. We view the treaty now inmirk and the Netherlands, to submit all neir difficulties to arbitration, as preenting the ideal toward which we are

An International Parliament.

An international parliament, with at east advisory powers as a necessary seemey for universal peace, is recomnded, but it is not deemed expedient for this conference to pass judgment upon the plans of organization. The work of the interparliamentary union is comended, especially the efficiency of the American group of its membership.
On the manner of enforcing an arbitral award, the platform states:

"We believe that the decrees of the inrnational court will be best enforced with power of public sentiment and the feur of loss of world respect o he part of any nation against which an

START FROM ROCHESTER. Philadelphis Sleepers to Run Through,

Instead of from Canandalgua ng self-explanatory letter has received by John M. Ives, secretary to Chamber of Commerce, from B. P. or, passenger agent of the Buffalo diof the Chamber of Com-

passonger ascut of the Buffalo diof the Pennsylvania railroad sysring to your date of April 25th, in
you recommend that our company
or Philadelphia sleepers from Rechissead of Chanandagua, would state
reed your recommendation and reseame to our general passenger agent
in pleased to inform you that I am
in receipt of a letter from George
you general passenger agent, advisto our rapportation department has
ed to start Philadelphia sleepers
cochestor with our agent change of
le.

schedule.

In answer to hast clause of your letter, would state the matter of running our trains into Rochester over the Pounut branch and our own line, by way or Honeove Junction, has been talked of but no definite action has been talked.

1111

annum printing













ROCHESTER, N.Y. The Flower City

Beautifully situated in the garden of Monroe County, on the Genesee River, six miles from Lake Ontario, is the City of Rochester. Settled soon after the war of 1812, it has enjoyed a steady and progressive growth until to-day it has a population approximating 200,000.

Both to business men and those desiring homes the city offers superior advantages. Coal is cheaper in Rochester than in any city outside of the State of Pennsylvania. Eleven railoads enter Rochester, giving ample and cheap shipping facilities, which are supplemented by the frie Canal and Lake Ontacio. Real Estate, business buildings and residences are cheaper than in any rity of similar population while taxes are less. (Full particulars on application.) The Genesee River as a fall of 260 feet within the city limits. Power is furnished cheaply in large or small quantities.

The city is built on limestone rock, making foundations secure and drainage perfect. The potable water supply is ample and the purest in the United States. This, when the prevalence typhoid and other fevers in many of the cities of the country, is taken into consideration, is an iminswerable argument in Layor of Rochester. Water for drinking and enlower purposes is brought rom Hemlock Lake, 20 miles sombwest of the city, the city owning both lake and watershed,

The sewerage system is of the best. Two comparatively new trunk sewers known is the east and west side sewers dispose of all the liquid refuse of

the city. This excellent system together with the pure water supply accounts in a large degree for the health of Rochester; its annual death rate for the past eight years having been less than 44 per thousand of population. The city is clean physically and morally, and just the place in which to enjoy life and rear a family.

The educational facilities of Rochester are unexcelled. Thirty-eight public schools, eighteen parochial schools, two new high schools, a university and theological seminary give ample opportunity or securing a common school and classical education, while the new Mechanics Institute teaches boys and girls and men and women useful trades at very little cost. The attendance at this school is over 3,000 pupils. Many parents come especially to Rochester that their children may enjoy the many advantages offered at comparatively small ost. Rochester's churches number 118; banks and trust comamies, 16: theatres, 5.

No other city has more or better conducted summer resorts. The shores of the lake and bay are dotted with them nd which are easily and quickly reached by bonlevards, steam and electric cars,

The parks of Rochester are among its chief beauties. The system embraces more ban 600 acres on both sides of the Genesee River. Free band concerts are given weekly in diferent parks during the season. Genesee Valley Park is fitted up with free pienic grounds, swings, oall grounds, golf links, etc., while boating is one of the favorite pastimes. In Seneca Park is found a big Zoo and swimming pool;

Rochester is the cleanest and best lighted city in the Empire State. Light and deadliness are deadly foes to crime. There is no undesirable foreign section in Rochester to oment strife and disease. It is a city of homes, having the largest proportion of home owners of my city in the United States; honce, strikes are infrequent. A city of culture and liberality, a ity which can deliver the "goods."

The name "Rochester" stamped on any product is evidence that it is the best of s class. Rochester has the name and maintains it of producing the best shoes, clothing, photographic supplies, canned goods, buttons, fruit products, nursery stock, seeds, beer, flour, railway signals, telephone supplies, chairs, carriages, office supplies, lithographing, machinery, etc. These goods command the highest prices while the output continually increases.

Deposits in Rochester's banks total over \$105,000,000. The weekly bank clearances are about \$4,000,000. Money is loaned at 5%. The amount of stock issued by local industrials approximates \$85,000,000, which increased more than \$12,000,000 during the year 1904. Post-office receipts last year were, in round figures, \$700,000. In five years the receipts have nearly doubled, The value of new buildings erected in 1904 in Rochester was \$4,000,000 and will greatly exceed that this year; hence, an ideal place for artisans. A new public market has just been completed at a cost of \$200,000. In no city in the United States is fiving cheaper than in Rochester,

In a brief article like this the half of the many advantages of Rochester cannot be told. Come and see for yourself and bring your wite, which will settle your future residence in Rochester. If you cannot visit in person write for further particulars, which will be gladly given.

Address JOHN M. IVES, Secretary Chamber of Commerce ROCHESTER, N. Y.

Historic Scrapbooks Collection MANY QUESTIONS Queries About Rochester Are

Being Constantly Received.

WIDE VARIETY OF SUBJECTS

There is No End to the Things People in This and Other Countries Apply to Local Chamber of Commerce for Information-Questions Are Promptly Answered.

Rochester has the reputation of being one of the most beautiful, as well as one of the most progressive cities in the country. It is also a common saying That these reports have reached the outside world and awakened a healthy and lively interest in the city is evi-donced by the many communications that are being constantly received by Secretary John M. Ives of the Roches-ter Chamber of Commerce.

In these communications are all kinds city as a place in which to live, or lodulry recently received was one from a carpenter in Toronto asking if there Was plenty of work here for n t and what wages were paid to good

A concern in Muscoges, Ind., has written to ask about the conditions which exist in the local real estate market. Mr. Ives was requested to send any literature and date that might be availabla regarding first class residentia was from a man in Norfolk, Va. Itis the son is looking for an opportunity to establish business connections with the very best wholesale and retail pewelers, art china and glass concerns

and other houses in similar lines.
In addition to these it is but a short time since the secretary of the Beated of Traile of Columbus wrote for information and statistics regarding the manufacturing, jobbing, banking and mercantile business of the city, the amount of capital invested in the banks and a large amount of other information con-cerning the wealth and resources of the city. A Canada concern has been making inquiries regarding the price of hay free on board in this city, with a view, if economic conditions permit, of sending hay across the border to this city for sale in Western New York and Northern

queries of all kinds which are constan by coming to the Chamber of Commerce.

Answers are promptly sent, after the subject asked about, if it is one will which Mr, Ives is not thoroughly fumiliar, has been fully and carefully investigated. The Chamber of Commerce does more in the course of a month than most people are aware of, and the activities of the institution in the inter-ests of Rochester has long since become a proverh in the land.

SMOKE COMMITTEE TALKS ON PROPOSED ORDINANCE

No Conclusions as to Any of Its Provisions and No Report to Common Council Next Tuesday.

A meeting of the special Smoke Commit-ter appointed by Chairman Kenealy of the Common Council Public Safety Committee was held yesterday afternoon in the council designed to prevent the soft coal smoke nul-same in Rochester. Nearly every member some in Rochester. Nearly every member of the committee was present and there was ussion in executive session for over au

mitted a draft of a proposed ordinance, but he said he had received so many suggestions on the subject from manufacturers and oth-ers interested that he had not put them to-gether, preferring to throw them out to the

ecting that no agreement had been reached on any of the proposed provisions of the or-dinance, and that there was, therefore, noth-ing to be made public. It is probable that the committee will not be ready to report that night.
"We have found that it is too big a sub-

ject," said one of the committeeman yester-day, "to be decided in a week. We are re-ceiving new suggestions every day. It is a

BOOMED ROCHESTER

Peace Conference Chairman Accused Ives of Straying from Subject.

Chamber of Commerce Secretary Back from International Gathering at Lake Mobonk-Delegates Guests of Old Quaker.

John M. Ives, secretary of the Cham

ber of Commerce, returned this morning from Lake Mohonk, in the Shawangunk mountains near New Paltz, Ulster county, where he has been spending several days as representative of the chamber at the eleventh annual meeting of the International Peace Conference, Mr. Ives spoke with enthusiasm of the inter est and profit of the ecovention and the lavish hospitality extended to the dele-gates by Alfred K. Smiley, a Quaker, eighty years age, who was the prime of the largest and finest summer hotels in the United States, at which the 308 delegates to the conference, representing the leading Christian nations of the

Russia and Japan were both repre-sented at the conference. France, Eng-land, Germany, Belgium and Mexico American men of prominence present were Justice David J. Brewer of the United States Supreme court; Judge George Gray, of Deleware, who presided at all the sessions of the convention; Oscar S. Strauss, Governor Utter, of Rhode Island; John W. Griggs, Everett P. Wheeler. Mr. Ives says one of the most interesting features of the meeting was the talk by Professor John Bassett Moore, of Columbia college, on "The North Sea Incident," Professor Moore nstances. Dr. Andrew D. White former president of Cornell college and until recently ambassador to Germany was scheduled as one of the speakers but found it impossible to attend. He

of trade present at the conference. The session Thursday evening was given over to four minute talks by these bus-iness organizations delegates who emphasized the great havoe to commerce wrought by the war and the constant fear of it. They represented all sections of the country, coming from as far west as Portland, Oregon, and as far south as Jacksonville, Florida. Not one of the delegates was allowed to escape without speaking but the four minute been presented with a "big stick." When been-presented with a "big stick. When the four minutes was up, he would bring this down with a thunderous rap on the table, summarily stopping the flow of eloquence. When Mr. Ives had exhausted the time allotted to him and set down, the chairman accused him of having boosted Rochester and her re-

sources more than he had the cause of universal peace. Augustus H. Strong, president of the Rochester Theological seminary, was present at some of the sessions of the conference. He opened the session Thursday morning with prayer. The

and continued through Saturday.

Mr. Ives says the moves made at the convention to organize the American International Law society and to start magazine devoted to the peace propathe delegates for the publication of th

proceedings of the convention.

Mr. Smiley, the host, is well acquainted with George Ellwanger, senior, and mentioned him frequently to Mr. Ives in

WILL OCCUPY TOBACCO PLANT

Cluett, Peabody and Company Lease for Number of Years. FOR MAMMOTH COLLAR FACTORY

Possession to Be Given Immediately-Equipment at Once to Employ 1,000 Persons-Factory Distinct.

hat the large collar, shirt and cuff nanufacturing business of Cluett, Peaoody & Company, of Troy, Is to be moved o this city as soon as arrangements

The company has leased for a long erm of years the works of the American Cobacco company, in Court street, rently closed. Possession is to be given nedlately and the work of preparing thousand persons will proceed at once. A special despatch to The Post Express his afternoon from Troy says:

"Cluett Peabody & company announced this morning that they have leased for a long term of years from the British-American Tohacco company, a large factory in Rochester, which is to be converted into a mammoth collar, shirt and cuff manufacturing establishment giving employment to 1,000 persons.

"Possession is given immediately and the factory will be in operation as soon as it can be equipped.

"The factory is to be entirely separate and distinct from the Trop plant sofur as manufacturing is concerned. Goods will be cut, laundered, manufactured and shipped in a fully-equipped

Bernard J. Dunn, who has charge of the property for the American Tobacco company, when spoken to in regard to the matter, said:

"Representatives of the Troy concern were in Rochester during the latter part of last week and on Friday I personally conducted them through the Kimball factory. I don't think it would be best to print anything about the matter just at present, as it might have a tendency to effect the trouble the firm is experi-

to effect the trouble the firm is experiencing in Troy and cause the company
to remain there."

"Do you think there is a possibility of
the firm moving here?" was asked.

"The representatives of the company
semed to be favorably impressed with
the Kimbail factory when they were
here," he replied. "If indication count
for anything." for anything," he added, "they mean to

e to Rochester."

F. Garfield, in whose hands were left the final negotiations for the re-moval of the collar manufactory to Rochester, told a reporter for The Post Express that he would have "something

to close up the deal and I think that within a few days I will be able to an-nouice that the firm will move their fac-

sere, and it is expected that by the removal of its entire plant to this city vill make a very considerable increase 1 much to the various interests of the com

ries of our city has come unsought. At east it came knocking at our gates i though it was very cordially met by th hamber of Commerce when it made its rrand known. Some forty other cit ought to capture it. Many of them of fored material inducements, When the was seen that Rochester possessed more than any of its rivals. In view of thi is it not obvious that these advantages, which are so readily recognized when brought to the attention of outsiders, ought to be more fully exploited than hey are? The Chambers of Commerc and Boards of Trade of many cities deote no small part of their energies to such work. It is recognized that the prosperity and growth of a city depend great measure upon manufacturing industries, and that the more of them it has the more easily and naturally the number will grow-on the principle that riches come easily to the rich.

This is not to express approval of the hooming " system as practiced in some nstances by ambitious western cities, usually to their sorrow in the long run. A reasonable alertness and some system atic plan for ascertaining where estab lished manufacturing industries are conemplating change of location and where new ones are seeking favorable fields in schich to establish themselves, would be sufficient. The local Chamber of Commerce has done something in this direction. The present Illustration of the potency of the advantages which this city is able to offer merely suggests that it might profitably do more. Let those adantages be made widely known, and let there be a vigilant lookout kept for those manufacturing concerns, of which there are many, whose interests might be promoted by removal to this city or its en drens. Rochester's industrial growth is progressing famously, but it may be made to progress still faster. 6/7/05

terms of admiration. THE EVENING TIMES, TUESDAY, JUNE 6, 1905.

CLUETT, PEABODY & CO. WILL LOCATE FACTORY IN ROCHESTER

George Eastman, a member of the committee, had been receiving data as to the means of measuring the density of smoke. This is done in Philadelphia with some success, he midd, but he thought the method could be improved upon. He was given further time to investigate and report.

Members of the committee said after the meeting that no agreement had been reached.

This City. Will Frobably Lease the Kimball Building on Court Secret.

The strike of starchers in the big cant building on Court Street, formerly Cheft company's desiring to locate from collar factory of Cheft, Peshody & Co., it is uniferstood, has resulted in the court of the first and the company proposed, for

So Co., it is minimized and the properties in the big collar makers. It is true the Kimball building, as it is maid, the company proposed, for true the Kimball building, as it is linear reson, to have an auxiliary factory in the figure of the Kimball building, as it is maid, the company proposed, for true the Kimball building, as it is maid, the company proposed, for true the Kimball building, as it is maid, the company proposed, for true the Kimball building, as it is maid, the company proposed, for true the Kimball building, as it is maid, the company proposed, for true the Kimball building, as it is maid, the company proposed, for true the Kimball building, as it is maid, the company proposed, for true the Kimball building, as it is maid, the company proposed, for true the Kimball building, as it is maid, the company proposed, for true the Kimball building seems that the sillnew and shows passed than Clust, Peabody & Co., when the Kimball building, as it is maid, the company proposed, for true the Kimball building seems that the Kimball building seems that the kimball building seems that the symbol to the surface of employees and the symbol to small proposed, for true the Kimball building seems that the kimball building seems that the surface the surface of employees and the symbol the symbol to small proposed, for the time the Kimball building seems that the kimball building seems that the surface the surface that the surface the surface of employees and the symbol to small proposed, for or employees and the symbol to small proposed, for or employees and the symbol the form of employees and the symbol the form of employees and the symbol to small proposed, for or employees and the symbol the form of employees and the symbol the same that the strikes that the first reason, to leave a nauxillary fermory of employees and the symbol to small proposed, for or employe

A representative of Cluett, Peabody could by their representatives first visited Rochester gone into at some length by their representatives first visited Rochester gone into at some length by their representatives, who found that they could with Bernard Dunn, examined the va-

Central Library of Rochester and Monroe County

CLUETT, PEABODY & CO. OF TROY TO LOCATE HERE

Kimball Tobacco Factory on Court Street Has Been Leased to Troy Firm for Manufacture

tions Are Satisfactory Entire Plant With 3,000 Hands Will

Definite announcement was made last evening by C. F. Garfield that Cluett, Peabody & Company, one of the largest collar, shirt and cuff manufacturers of Troy, had signed yesterday a lease of the old Kimball tobacco factory on the Court Street bridge and intended to move their business from Troy to this city immediately. A lease has been taken of the factory for ten years with the understanding is that if conditions are found satisfactory the factory will shortly he bought outright and the op-

announcement that has been made in Rochester in a year or two. The big building on Court Street will immediate-ly be remodelled for the use of Cluett, Peabody & Company and converted into th collar, shirt and cuff factory. At the outset, employment will be given 1,000 persons, but it is said to be the intention of the firm soon to remove the entire plant from Troy and this will increase the original business

English Company Is Owner.

The owner of the Kimball factory i the British American Tobacco Company the English branch of the American To bacco Trust. Negotiations for the factory have been in progress for several weeks and it has been necessary to do considerable cabling of messages be tween New York and London before the terms of the deal could be arranged. The Rdchester end of the negotiations has been in the hands of the C. F. Garfield Company. The final details were arranged at Troy for the lease and the signature of Cluett, Peabody & Com pany was given yesterday afternoon. The lease was then taken to New York where those who had authority for the English company affixed their signa-

tures, thus closing the deal.

The labor troubles in Troy are the cause of the removal of Cluett, Peabody & Company from that city. If labor conditions are found to be satisfactory here, the entire plant will b ved shortly. At the outset, the eing done here, independent of the Troy

How Rochester Won Fight.

The story of the coming of this im-mense enterprise to Rochester is one that ought to give encouragement to Rochester citizens. For some time the firm had been in trouble at Troy over labor matters, and it was finally determined to remove the plant to some othe city, Mr. Peabody went to Buffalo, Syracuse and other places to look for ites and was naturally given a mos fordial reception by business men in every city he visited, as they all real-ized the importance of the industry.

Almost by accident, Mr. Peabody visited Rochester after looking after sites in Buffalo, and he called at the Chamber of Commerce. Here he was taken in hand by President Clinton Rogers, Secretary Ives and other mem bers of the Chamber of Co. given as good an idea of Rochester advantages as it was possible to outline. He was shown the Kimbali factory, and if it could be satisfactorily remodeled for the use of the firm.

Objected to Smoke Nuisance.

body was that he could not come ! of the smoke nul-Mr. Rogers to discuss, and at this jun ture Mayor Cutler was brought into the negotiations, Mr. Peabody said it was absolutely necessary in his business to have air free from smoke, as soot would spoil the goods he was manufacturing said to have given positive assurances that were satisfactory to Mr. Peabody ordinance that would remedy the black

Another point which was closely investigated by Mr. Peabody was the question of water for manufacturing poses. He was shown the analysi of Hemiock water, proving it was the States, and this fact is said greatly ! have impressed him with the advant-age of Rochester.

Reduction in Water Rates.

It is said that when the question uter rates to manufacturers came up,

of Collars, Cuffs and Shirts. Concern Will Employ 1,000 Persons at Outset and if Condi-Be Moved From Troy-Forty Other Cities Made Offers.

> he made objection to paying 14 cents than is charged in most cities to every ers. Mayor Cutler again assisted by giving official assurance it was his intention to bring about soon reduction in the water rates to manu-In this connection, Mr. Garfield said night, the Rochester newspapers had unknowingly aided much in assist onvince Mr. Peabody that a smoke future. All the papers have taker nds in favor of a smoke ordinance and these papers have been regu-larly forwarded to Mr. Peabody for the onth One editorial article in The Hernld, said Mr. Garfield, had spe meant husiness in suppressing the smoke be adopted before he made his decision

Forty Other Offers Made.

Mr. Garfield said after the fact was rinted in the Rochester papers that luett, Peabody & Company was looking at a Rochester site, the firm had been ged with offers of sites and facories from every part of the country forty definite offers from as many cities tory and donate it free of rent for five years; in other places, some concessions

in taxes were made, It was rather streinuous competition therefore that Rochester met in contesting with forty other cities for this enerprise. The outcome ought to do more to stiffen civic pride and to give ent to the Rochester be than anything they have had in years.

interprise was won in an open field after fair fight. Mr. Peabody had no local in terests and little knowledge of Rocheste before he came here. He certainly was no prejudiced in favor of Rochester, for h did not come here until he looked at sites in many other cities.

The decision was based on an impartial investigation and the canclusion was reached in favor of Rochester solely because Rochester had more advantages to offer than any other city. Not a dollar of bonus was offered or asked. No local cap ital was sought. It was to straight bus position as to what city was best suited the business of this company-and Rochester won out.

The Kimball Factory.

The Kimball tobacco factory was first erected in 1880 by the William S. Kimball said to have been nearly \$200,000. The factory has the immense area of 118,500 square feet, with a basement and four floors above proved equipment in the way of bollers Yengines, pumps, elevators and electric lighting. It has all the interior fire fighting

facilities of modern make.

Under the terms of the lease signed last he rushed with all possible speed in order that the converted plant may be in opera-tion at the earliest possible date. moved to Rochester. The buildings, in that case, will be coloring to three times their capacity. The building now consists of three stories and a basement, with a floor area of

ANOTHER LARGE FACTORY COMING

Secretary Ives Expects a Concern Employing 500 Hands to Locate

The Time, Herfrene 7, 1905

Following closely upon the heat of the announcement yesterday that Cluette Penhods & Company's hig collar mant factory of Troy was to locate here, come the export, through Secretary John Myes, of the Chamber of Commerce, the another hig concerns though your theatwartages which Rochester offers as a construction of the Chamber of the control of the c Part of Immense Plant to This City Immediately. Definite announcement has been made n this city and Troy that the Cluett, Peabody & Co., one of the largest colar and shirt plants in the country, will move part of its immense business to this city immediately and will occupy the buildings of the old Kimball tobacco factory on Court street. Announcement that representatives of the company were seriously considering leasing the Kimball factory was made exclusively in

TROY INDUSTRY

Also to the fact that the city seemed unwilling or unable to furnish sumction police protein it spite of all the great protein its spite of all the great control of the color of the col

KIMBALL FACTORY LEASED

BY CLUETT COMPANY.

TO EMPLOY 1,000 PERSONS

Plant Will be in Operation by July

1st-Firm's Entire Business May

be Established Here Later with

Employment for 3,000 Persons

Troy by a member of the firm of Chiett, Pen-

leal to remove a large part of its plant to

Rochester. The announcement was confirmed

in Rochester last night by C. F. Garfield, through whom the negotiations were carried

on. The Troy company has leased the old Kimball tobacco factory in Court street for

ten years, with the sole option of buying.
The work of fundgating and reconstructing the building will be begun at once, and

It is expected that the plant will be in full operation by July 1st. There will be more than a thousand employees in the plant for

the first year, and if conditions are satisfac-

tory, the entire plant of the firm will be re-

noved here, providing employment for wer

It was largely through the efforts of the

Chamber of Commerce that the Troy firm was induced to come to Rochester. The com-pany had more than forty propositions from other cities, many of them offering special

Inducements. One city offered to put up a building and lease it free for a term of years. Buffalo and Syracuse both tried to get the

Troy Men's First Call Here.

On May 18th, G. A. Cluett and E. H. Cluett, returning from an inspection of

a plant in Buffalo, stopped off in Rochester. They visited Secretary Ives, of the Chamber of Commerce, who did not lose the opportu-

nity to present all the advantages of the city.

the Kimball plant and a visit to the property

The plant was satisfactory in many re

specis, it being found that only a few changes would have to be made to adapt it

President Robert Cluett, Vice-President II,

of the plant. At that time their chief objection was to the clouds of black smoke that

soured out of many of the chimneys in the

lowntown district. They said the smoke

would ruln their business. President Clinton togers, of the Chamber of Commerce, told

e Troy men of the efforts being made to

he passage of an anti-smoke ordinance. He old them that the ordinance would probably

se passed by the Common Council very soon.

sured the manufacturers that within a short time arrangements would be made to have

The present rate of 14 cents a thousand gal-lons seemed high to the Troy men, although

hey admitted that they needed the purest

water and that Rochester's product was su-

Another element that went far toward the

Strike Riots in Troy.

lecision for Rochester was the fact that

naving difficulty with strikes in Troy, where

it is said that the police do not interfere in

administration there would be no disturb

ances that the Police Department could pre

se of riots started by the strikers. The ayor assured Mr. Cluett that during his

The Kimball plant is owned by the British

tions for the lease had to be cabled to Lon-don, some time was taken before the deal could be consummated. II. II. Garfield con-

Garfield took care of the Rechester end.

The original cost of the land and buildings

in 1880 and of subsequent improvements was \$193,000. Its assessed valuation is \$110,000. The buildings are insured for \$70,000. The

Troy company lonses for ien years, as an

experiment. President Chett assured the Mayor that if all conditions were satisfactory

Cinett, Penbody & Company is rated by

Massachusetts. It is understood that the branch plant is to be abandoned and all its

KIMBALL FACTORY LEASED

Cluett, Peabody & Company Will Move

The Union several weeks ago.
The decision to move the p

due directly to the strike which has been

going on in Troy for some weeks and

mercial agencies at a million dollars. Its a plant is in Troy, with a branch in

s plant of the company would be re

ducted negotiations at New York, kee souch with the London office, while C.

A visit was paid to the Mayor, who

heaper water rates for the large cor

abate the smoke nuisance in Rochester

ter last Thursday for a further ins

The attention of the visitors was called

the factory at an agreed price. At pres-ent the concern will give employment to about 1,000 persons, but if the labor conditions are found to be satisfactory and no trouble is experienced from the noke nuisance, the whole plant, employing over 3,000 persons, will be moved to this city from Troy. It was largely due to the efforts of Secretary John M. Ives of the Chamber of Commerce that Rochester was successful in getting the in-

NEW DEPARTMENT STORE To be Built on the Corner of Main and North Fitzhugh Streets by Local Financial Men.

he movement among prominent fi-icial men and institutions, which has been in progress for some time and has been noted in the daily papers, to rect a building to house a great departent store on the corner of West Main and North Fitzhugh streets is progres-sing, and while no plans for the build-ing have been decided upon, it will be filt, and a department store will soo

e established there. The plot for the building extends from he last brick block on the west side of ective's house, up to Main street and up Main street to a point thirteen feet from Montgomery alley. The building s to be built by a million dollar company and will then be taken over by a two million dollar company, which will

onduct the store. The plans of the promoters of the new store are not yet ready for public anouncement, but the store will be in-

> Incidentally, as bearing up-The Smoke on the movement to abolish
> Evil Not the smoke nuisance in this Necessary. city, it is worth noticing

that the parties that have taken a lease on the big Kimball building and are about to bring a business to this city that will employ a thousand or more hands, were led to hesitate before closing the deal on account of the clouds of black smoke pouring from the chimneys in the downtown district. The new concern is to manufacture shirts, collars, cuffs, etc., and the objection of the managers to a sooty atmosphere, in view of that fact, is natural. A more timely o practical object lesson regarding the smoke evil than this could not well have been given to Rochester; and it is a pretty satisfactory answer, also, to the argument that we must have smoke if Rochester is to be an industrial center. Smoke in the air, on our buildings and on our persons is no more a sign of enterprise than inky fingers are a proof of good penmanship.

Smoke and Business.

The old fallacy to the effect that a smoke ordinance drives manufacturing interests away from a city has been pretty thoroughly exploded by the attitude of Cluett, Peabody & Co., the Troy firm of collar and curf manufacturers which is soon to transfer a large portion of its plant to Rochester. It is stated that one of the chief inducement which decided the Troy firm in favor of Rochester was the express assurance of Mayor Cutler and President Rogers of the Chamber of Commerce that Rochester in the near future is to have a smoke ordinance that will effectually put an end to the smoke nuisance in this city.

The more attractive a city, the more eager will people be to come to it. Any local law that makes for the good order, cleanliness and general healthfulness of a city makes for its attractiveness. What were the special inducements in the case of the Troy company-a free gift of land for factory purposes, remission of taxes for a term of years? Nothing so merely pecuniary. Pure water was one consideration, with a promise of reasonable water rates. Pure air, to be freed from the impurity of soft coal smoke, was another. Ample transportation facilities, of course, had weight.

Here we have a convincing demonstration of the true value and significance of any municipal regulation or condition that makes for the real improvement of a city. To argue that a manufacturer would keep away from Rochester because a local ordinance required him to burn his coal in a cleanly and economical manner, without polluting the air he and his fellow citizens are compelled to breathe and without helping to coat the buildings of the city with a dirty smudge

-12.00 h.

smoke ordinance would not be worth having. In all probability he would be too unprogressive to move from wherover he might happen to me, no matter how unfavorable to his business the con-

ditions there might be. The point to be borne in mind by Rochesterians in general and by smoke ordinance objectors in particular is this: One of the reasons why Rochester seemed especially desirable and attractive to this incoming Troy firm of collar and cuff manufacturers was the official assurance that Rochester is to have a smoke ordinance that will abate the smoke nulsance. The Troy firm is not coming here because we have no amoke ordinance, as the opponents of that measure would have us infer, but because we are to have a smoke ordinance and an effective one. The evidence is clearly in favor of municipal cleanliness. People cannot wear clean linen for long in a smoke cursed city; and Messrs, Cluett, Peabody & Co. of Troy are authority for the statement that clean linen cannot even be manufactured in a smoky city. That is one of the reasons why they are coming to Rochester. The advocates of the proposed smoke ordinance have a new argument, a tangible one and an unanswer-able one. Herald Jung.

Municipal Attractiveness.

The coming of a large Troy firm of collar and cuff manufacturers to Rochester affords the Chamber of Commerc a needed and instructive object lesso as to the means necessary to be em concerns to regard this city with favor when considering a change of location. No extraordinary endeavors were pu forth to persuade the Troy manufacturers that Rochester was a more desir able site for their purposes than the other cities visited. No extravagant methods were employed to convince th Troy men that they could not afford to pass Rochester by in their search for a new location. All that was done was to present the facts about Rochester-facts with which every citizen, not excepting the members of the Chamber of Commerce, has long been familiar, but which have not been adequately published

There was the very important and valnable municipal asset-the pure water supply. There is probably no city in the United States which enjoys the unlimited use of such pure water, for household and manufacturing purposes. as does Rochester. How widely has that fact been advertised? Certainly not as far as Troy, for the manufacturers from that city gained their information on that line here; and it was one of the most influential items in our bill of in-

Rochester has exceptional transports tion facilities for a city of its size. That fact should be made known to manumeturing interests which might be in fluenced by that particular consideration above all others. Rochester is com mendably free from labor difficulties; and when disagreements of that kind do occur, there is very little disfurbance and practically no disorder that may be described as riotous, such as in other cities threatens the destruction of property. Law and order are maintained here; and labor disputes are settled otherwise than by an appeal to force. That is a good point which ought not to ne omitted in calling the attention of outside manufacturers to the advantages which this city offers as a manu-

Chambers of Commerce in some cities have found it expedient to buy up sections of land available for manufacturing sites, so as to be in a position to offer a building site as a special inducement. Such a plan might be found to be practicable here. But without such specified material inducement the Rochester Chamber of Commerce has ample material ready to its needs in this direction, if it will but make full use of it, Let the error of old ways be abandoned and let there be progress along the new lines so clearly indicated in the case of

Ciuett, Peabody & Co. of Troy. Perhans many Rochesterians were surprised when they head that the quality of the Hemlock water, whose crystal purity is a matter of daily experience with them, should prove so potent an attraction to the collar and cuff manufacturers from Troy. Perhaps it was also a surprise to the Chamber of Commerce. The lesson of its effectiveness, for a city possessed of an especially pure water supply. Let them be searched out and informed as to Rochester. The success of the Chamber of firm conveys its own incentive and encouragement to further effort along the

game and similar lines. Rochester is an attractive city-attractive as a place of residence and as a manufacturing city. The cleanliness of its streets, the beauty of its resident sections, the excellence of its lighting system-these are matters of comment on the part of very visitor who encounters duly advertised, together with practical nformation as to the pure water supply. the assured cleansing of the air of the poliuting smoke nuisance and with every other advance that distinguishes the Rochester of to-day from the city of a century ago.

RECEIVING APPLICATIONS amion and Advertiser Many Seeking Positions With Cluett, Peabody & Co., Leave Names at Chamber of Commerce.

Secretary Ives of the Chamber of Comnerce said this morning that a number f people had left their names at his office as applicants for positions in the fac-tory which Cluett, Peabody & Co. of Troy are soon to establish at the old Kimball

obacco works,

President Cluett and Mr. Kennedy, the nanager of the concern, were in the city this morning making arrangements for moving the plant here, which will be done as soon as the necessary changes an be made in the buildings. They were both in favor of having those desiring positions with their company leaving their names at the Chamber of Comnerce, as the company has not established any office here as yet, and they said that all the names would receive said that all the names would receive careful attention when the company came to employ more help.

TO START FARLY IN JULY. Cinett, Peabody & Co., Officials Here to Arrange for Factory Opening.

W. H. Cluett, M. Waterman and H. S. Kennedg, of Troy, officials of the Cluett, Peabody & company collar plant soon to re move here, are in town to-day arranging for the renovation of the tobacco factory on Court street where the enterprise will be located. In conversation with a Post Express reporter this afternoon, Mr. Cluett said no changes would be necessary in the building other than to clean and paint the interior. Mr. Cluett hopes to have the necessary machinery installed and the laundry department of the factory in full operation early in the month of July. If possible all the help with the exception of heads of de-partments will be secured here in Roches-ter. Opportunity will be given to young men and women to learn the work.

Mr. Clucit expressed bimself as much

pleased with what he has seen of Roches-ter and intimated that this might soon beme the main seat of the business unless of the laundry department here at once is made necessary by the fact that the strike has completely tied up the Troy laundry. Mr. Cluett called on Secretary John Ives Ir. Ives told him that he had received ap-dications from persons who desire em-loyment in the factory. Mr. Cluett asked him to prepare a list containing the names and addresses of all such that the company may communicate with them. The work of renovating the factory will be started

LABOR IS SCARCE

Unskilled Labor Will Soon Be in Great Demand Here.

NEW FIRM TO EMPLOY 1,000

Applications for Employment With Cluett, Peabody & Co. Will Be Received by Secretary Ives of the Chamber of Comemrce-Other Manufacturers Complain.

With the advent of the Chieft, Peabody Collar Company Rochester threatened with a great scarcity of un skilled inbor. Already conditions are far from encouraging, from the point of riew of the employers. The enoapid growth of the city's manufactur-ing interests within the past two years as already made the scarcity of unskilled labor very noticeable and it can-not but by accentuated by the demand for 1,000 additional hands, Comment has been made on the subject by several tary Ives of the Chamber of Commerce

yesterday received the following letter from the Van Berg Silver Company:

"Rochester, N. Y., June 8, 1905.
"Mr. J. M. Ives, secretary Chamber of "Dear Sir-We noticed in several of the daily papers within the last two or three days, articles which stated that Cluett. Peabody & Company, of Troy, N. Y., were coming to Rochester to establish a branch of their enterprise and that they would employ about 1000 hands. This a certifully your entitying news to the

is certainly very gratifying news to the citizens of Rochester and they no doubt will employ a large number of unskilled help, we desire to know if the Chamber has been making any effort of lule to ad-vertise throughout the state the fact that theer is a boom on in Rochester in nanufacturing and that there is emp nent here for any quantity of unskilled "We are asking this question because

of late we have had a great difficulty it obtaining this class of help. We employ about 90 per cent of skilled labor. We have been in the habit of years gone by apprentices on account of the fact that there is such a scarcity and that the wages they obtain in other factories is so much higher than any other factories an afford to pay for apprentices, natur-ily has driven them into taking posi-ions for the sake of money, "We feel certain that you are aware

"We feel certain that you are aware
of these facts, at the same time we would
like to know if you are making any effort to try and remedy them? Thanking you in anticipation, we are
"Yours respectfully,"
"The Vanllergh Sliver Plate Co."
Mr. Ives is doing everything possible
chievement and the property of the fact in

a give general publicity to the fact, in he hope that Rochester's population ay be augmented.

Mr. Cluett was in this city yesterday making arrangements for the alterations to be made in the old Kimbali factory. Many applications for work have bee received by the firm at their Troy offices. After a conference with Mr. Ives, Mr. Cluett amounced that all applications for employment with Cluett, Penbody & Ives will keep the applications on file and they will be dealt with by the firm so soon as they are prepared to employ their hands. Positions with the collar vanufacturing company are looked upor o proficient as to earn \$12 to \$18 a

1 Emount & Chromele SUNDAY, JUNE 11, 1915.

ACTIVITY AMONG MANUFACTURERS

WITH BOOM IN BUILDING IN ROCHESTER.

SCARCITY IN LABOR MARKET

Many Evidences of City's Unparalleled Prosperity-CompanyWrites to Chamber of Commerce That it is Unable to Obtain Apprentices

Difficulty in obtaining help, both skilled and unskilled, is complained of by many manufacturers. The scarcity of labor of the right kind has caused some of the large companies, it is said, to increase the pay of their employees. Others are sending out of town for men, and the condition has led still others to suggest that the city's ted still others to suggest that the cit unparalleled prosperity should be more widely advertised, and that with this is be made known that Rochester is now i good place for men out of work to com-

That this activity in building operincreasingly beneat Reghester is certain, and attention is being called to the pres-ent need for labor. In considering the determination of Cluett, Peabody & Comonly, of Troy, to remove one of its fac-ories to this city, which will employ 1,000 the Van Bergh Silver Plate Company 'or should be made to bring help to the city, as "there is employment here for any quantity of unskilled labor." In a letter to John M. Ives, secretary of the

Can't Get Apprentices. "We noticed in several of the daily pages within the last two or three days cicles which stated that Cheet, Peabod; Company, of Troy, N. Y. very gratifying news to the midding any effort of late to advertise throughout the state the fact that there is a hoom on in Rochester in mainfacturing and that there is employment here for my quantity of unskilled labor.

"We are asking this question because of late we have had grent difficulty in obtaining this class of heip. We employ

aining this class of bout 90 per cent, of skilled labor. We ave been in the habit in years gone by of educating some of the labor, but of inte prentices, on account of the fact that there is such a scarcity and that the warges they can obtain in some factories are much higher than other factories can his has driven them into taking positious or the sake of money, "We feel certain that you are aware of

Troy Manufacturer Here. W. H. Cluett, who with two other mem-ters of the Troy collar firm that is to move part of its plant here, M. Waterman and H. S. Kennedy, was in Rochester yes terday and called on Mr. Ives, who told him that a number of applications for emdoyment lad been received at the chan phoyment lind been received at the chamber, Mr. Clueft asked that Mr. lives receive and file the applications received and others that might be made, saying that the others of the company were very large granging for the removal, but that all applications would be given consideration. on as soon as the plant was established here. Good apportunities for young men and women were offered in the company's actory, Mr. Cluett said.

said, that the laundry department would be in full operation early next month. If possible, he said, the employees will be

WHO OWNS The RIVER BED?

penchant for asking questions. Only those connected with a paper can fully realize the truth of this statement. Not an hour of the day goes by without someone telephoning the editorial rooms of The Herald to ask some question. The questions cover a wide range of subjects. Then there are those who do not telephone but who write out their questions and send them to that department of The Herald known as the Curiosity Shop. Over a month ago the editor of this department received a postal card and on the back was written: "Who owns the river?"

Herald staff has been at work collecting data to answer that question. In the first place it was realized that the query might cover many things. Did the subscriber mean the entire Genesee River city of Rochester. It was assumed that he meant that portion in the city. After a week's search the reporter wondered whether the subscriber referred to the water. No assumption could be made in this case so it was decided to pursue the inquiry along both lines.

Of course, when one says so and so owns a portion of the water in the river it means that the person has the right o use so much of the water that flows over the land he may own that either runs to the edge of the stream or to the center. To use this water the man has to pay the city toll in the shape of taxes. A man who has the right to so use the water is considered the owner of a water right. The water right may consist of one or more horse power in these days. while in the early days the value was de the water would run.

As to water rights the reporter asked a prominent manufacturer who owned them. He at once replied: "The Rochester Rallway and Light

Company," His statement was true in the main. although there are several who still enjoy the power to be derived from the waters of the Genesee as they rush northward toward the lake.

Then the reporter asked a lawyer who is well versed in the titles of land in Rochester who owned the river bed, or the land under the water. The lawyer looked askance for a time and then said:

owns the river bed and furnish a clear title I will see that you have money enough to enjoy a year's trip abroad." The man was speaking from a technical standpoint.

This question, asked in the belief no doubt, that it could be answered in an offhand manner, involves the history of the city of Rochester. The development of Rochester has been due in a large measure to its excellent water power. In fact, the advantages to be secured in water power was the one thing that made the pioneers pause on their way. westward and locate in Rochester.

New York State and this section of it were at one time a part of Massachusetts. In 1787 the Legislature of the last named state sold a tract containing about six millions acres to Nathaniel Gorham and Oliver Phelps, for \$1,000,000, payable in three installments. Accordingly the next summer Oliver Phalps left

treaty went through. After the treaty with the Six Nations, Mr. Phelps surveyed the purchase into tracts known as ranges, running north and south. These ranges were subdivided into tracts six miles square called

The city of Rochester is located in portions of the sixth and seventh ranges which were six miles wide and extended from the state of Pennsylvania to Lake Ontario. Phelps and Gorham sold 2. tract here and there until the year 1790 when they sold the residue to Robert Morris, Mr. Morris in turn had hard luck and sold his bargain to Sir William Pulteney, who was represented in this country by Charles Williamson. It was from the Pulteney estate that the 100 acre tract was sold to Rochester, Fitzhugh and Carroll and which formed the

Right here is a transaction that has great bearing on the ownership of the river bed within the limits of the city. In 1801 Williamson delivered to Pulteney that portion of the original Phelps and Gorham purchase known as the town of Gerundigut or Irondequoit as it is now called. Through Sir Williamson, Pulteney secured parcels of land on the east and west sides of the river. On the west side of the river, excepting the 100 acres that went to the founders of Rochester, Gorham deeded to Ebenezer Hunt some 20,000 acres that became known as the 20,000 acre tract.

This tract, according to the wording of the deed, extended from a certain point west to the west bank of the Genesee Rivr. The Pulteney estate on the opposite side of the river, it was then understood extended to the center of the river. As the development of the country progressed the tracts of the respect ive parties were broken up into lots and sold until a lot on the west side of the river, at the entrance of Platt Street Bridge and under it, belonged to Frederick P. Michael. In 1890 the city bought this property from Michael. Then th heirs or descendants of Pulteney inter posed and claimed that the island in the center of the river belonged to them They claimed that the Pulteney estate extended to the center of the river.

During the suit, the city brought forth John Albert Granger who identified deeds, wills, and other legal papers to show that Robert Morris had sold that portion of the river bed to his grandfather, Gideon Granger. To "cinch matters the city proved adverse posses sion to the island in question by showing that for years Michael had taken sand from the island. It was finally decided that the Pulteney estate did not extend to the center of the river and that his endants were not entitled to the \$10 .-000 damages they sought. The case went to the Appellate Division of the Supreme Court and the decision of the referee who heard the case was supported. As the matter now stands there is no one who has a clear title to that portion of the river bed, as the action might be renewed at any time.

In all that has gone before one small section of the river bed has been accounted for. Now who owns the rest of it? Between Andrews Street and Central Avenue, on the west side of the riv er, there is a piece of the river bed on the Assessors' books that is assessed for \$1,400 and the ownership is not given Nobody wants to claim it.

From Court Street dam to the southern limits of the city the land abutting the river is owned by the Eric Railroad o the west side and the Lehigh Valley Railroad on the east side with the exceltion of a small strip owned by the state The city, in the vicinity of Genesee Valley Park, owns property on both sides. A small piece on the west side is also owned by James L. Hotchkiss. There is a rule of law that where a stream ! navigable the state owns the river had and where it is not navigable the own ers of the land along the banks own to the center of the river. Some parts of the river above the dam may be cor sidered navigable and until it is decided by the courts the question of ownersh of the bed may be considered in doubt.

This situation, however, might t mpared to the answer the applicant for a civil service position gave to the question as to how far the sun way from the earth. The applicant state that it was not near enough to cause also worry on the part of the people of New the service position gave to the might put on the deed of Phelps, and Corham to Ebenezer Hunt where they from the carth. The applicant state to the people of New that it was not near enough to cause also but to the property of the people of New the proof of New the property of the people of New t York State. So the question of ownership above the Court Street dam is not of sufficient importance to cause any

From Court Street dam to the bridge the river bed is owned by the Eric and Lehigh Valley Railroads. The city owns that portion over which the bridge ex-

Just below the bridge, on the west side, is the Kimball Tobacco Factory. This property was secured by the late William S. Kimball from Rochester, Carroll and Fitzhugh. The owners of the building own the river bed to the center with the exception of a small triangular lot which is owned by and assessed against James Murray.

Inasmuch as the state has used the property for more than twenty years without protest that part of the river bed upon which the aqueduct is built be longs to the state. Following the west side of the river northward it is found that the following own the land between the Acqueduct and Main Street East.

B. L. Andrews, Clara A. Hale, Kate Rider Andrews, Lawyers' Co-Operative Publishing Company, C. T. Crouch & Son, Macauley, Fien & Co., Rochester Printing Company.

On the south side of Main Street East built on the bridge which crosses the river at this point, is the property be longing to the Ocumpaugh and Osburn estates. There is little doubt as to the title to the river bed enjoyed by these owners. Frederick Starr was at one time owner of the river bed at this point and asked the city to allow him to put buildings on it. The city refused on the ground that the piers necessary to support the building would retard the flow of the river. Starr finally agreed to take snough stone out of the bed to make a channel deep enough to allow the same volume of water to pass through as had passed through when no piers were there. In 1873 he was given the necessary permission and started the work. He had not completed the piers when he sold the property to the estates which now control it. On the north side of Main Street East the river hed is owned by Cornelia G. Fuller, Powell & Miller, and heirs of Jared Newell. Mrs. Fuller, it might be noted, secured the property by right of succession from Mr. Carroll, one of the original owners of the 100 acre

Before proceeding mention might be made of Indian Allen, the first miller of Rochester. It was in this locality that he erected his mill. His history is too familiar to Rochesterians to bear repeti-

Continuing northward, along Front Street, the owners of the river hed are William S. Castleman, Atkinson & Sykes, Sarah A. Zorn, Thomas B. & J. W. Taylor, Henry D. Van Rensselaer, City Realty Company, Rochester Savings Bank, Cornelia G. Fuller, John R. Mc Intosh, William Aikenhead, William A. Gropp, Seth Green, Philip Ernst, George W. Zweigle, Margaret A. Bauer, F. M. Rogers, Stephen J. Rogers, J. G. and Margaret Schleber, William J. Rogers, Charles H. Bidwell, Brewster-Crittenden

Company, People's Rescue Mission. From Mumford Street to Central Avenue, with the exception of the piece mentioned as assessed to unknown, the bed is owned by the Rochester Railway and Light Company.

From Central Avenue northward the owners are: William H. Gorsline, Gleason Toot Company, William W. Mack, et al, J. Emory Jones, Fred P. Michael, J. M. Jones, Citizens Light and Power Company, Eureka Foundry, Heirs of George J. Whitney, S. D. Walbridge estate, City of Rochester, Rochester Brewertrude Williams, J. Lee Judson estate, Anna M. C. Wilkin, Walter B. Duffy, Flower City Brewing Company, Kate P. Hastings, Roy L. Cole. Willis E. Woodbury, Lottle Seigfried, Theresa H. Duffy, Elizabeth W. Beattle, Bronson H. Miller, Senie Conway, Mutual Life Insurance Company, Mary W.

At this point Clarkson Street begins and from there to Driving Park Avenue. including a small piece of land below the falls, the owners are Hiram Doty, Rochester Railway and Light Company, and Kate P Hastings.

The supposition is that the people just mentioned, from Central Avenue northward own the river bed to the center of the stream because they own the adjoining property. Whether their property extends to the center of the river de pends upon the construction the courts

instances, then they do own the river had But if they own the river bed under the terms of this deed, what becomes of the rights claimed by those who bought from the Pulteney estate, whose land, it is claimed, runs across the river from the east side? Furthermore what about the descendants of Gideon Grang-

the river bed to him? Taking the east side of the river, starting below the Aqueduct the owners of the land on the bank are:

er who claim that Robert Morris sold

Rochester Rallway and Light Company, S. N. Oothout, Burnett Printing ompany, William S. McMillan, William Kimball estate.

From Main Street East, northward, he owners are:

George W. Archer, James and John Fee, N. B. Ellison, William S. Hale. Thomas G, Moulson, John Siddons Comany, Flower City National Bank, Estes Manufacturing Company, H. B. Hathaway et al, C. B. and C. A. Dockstader, C. F Coburn. Rochester Power Company, Rochester Railway and Light Company, New York Central Railroad Company

From Central Avenue on the land is owned by Rochester Savings Bank, New York Central, Merchants Bank, Standard Brewing Company, Bausch & Lomb Company, Mary Doughty, Joseph A. Erdle, J. S. Corning, H. L. Barker, Samuel C. Pierce, Morris J. Dowd, Emma P. Miler, Lyman M Otis, Elizabeth P. Britton, John H. Justice, Hiram W. Smith, Ella R. Searle, Ada A. Newell, W. E. A. Drescher, Minnie Hale, William Bausch, Ella H. Dale, Elon Huntington, Margaret H. Hooker, Rochester Railway and Light Company.

Below Driving Park Avenue the stream has always been looked upon as navigable. Such being the case, the river bed belongs to the state, although the city owns the property on both sides to a large extent.

Along the east side of the river from Central Avenue down, the flats which border on the stream were once the subject of great concern in Rochester and it was thought by many that third water power, as it was called, would result from the efforts of Dr. Alexander Kelsey. Dr. Kelsey bought up most of the land known as the flats in the vicinity of Gorham Street and back of St. Paul Street. He caused several channels to be dug and intended to furnish water power to the mills which his visionary na-ture saw in the distant future. The enterprise fell through and ever since has been known as Kelsey's folly.

The ownership of the river bed having been disposed of, the question as to ownership of water rights comes up. This phase of the question is to many the ost important. At any rate, the quesion of water rights and the use of wat have been the cause of many law sultand bitter litigation. So far as could be ascertained the Rochester Railway and Light Company owns or con per cent of the water rights of the city. According to the city Assessors' books. water rights are also owned by the per-sons or firms given below. In the list the assessed valuation of the land and water rights might be given. However, ne water right, capable of developing a thousand horse power, is considered worth \$2,000. From this it can easily be en that the city derives much reve rom the water in the river. The list of

water right owners follows:
Rochester Power Company, 6 water rights: Macauley, Fien & Co., & Andrews Estate, 17; J. H. Chase Milling Company, 8; C. K. & F. A. Newberry, 4; Reynolds, 2; E. Ocumpaugh esta 2; J G. Davis & Company, 4; W. W. Mack, et al, 4; Heirs William Kidd, 2. entin W. Booth, et al. 2; Clinton Mills. ; Shawmut Mills, 2; Frederick Erdle, 3 William Gleason, 1; Armstrong Milling Company, 3; Mosely & Motley, 4; H. D. Stone & Company, 3; Frankfort Mills, 2; W. S. Kimball estate, 5; William S. McMillan, 4; Rochester Power Company,

Many of these get their water from Brown's Race, others from the race ex-tending from above the Erie station to just above Main Street East and the re mainder from the race starting at Court Street dam on the cast side and extending under South Water Street, Main Street East and North Water Street to the Hathaway Brewery. there on is a short race used by the Rochester Power Company.

The most noted sult over the water rights of the river is that of Lawrence

and others against James M. Whitney The case, given briefly, is as follows On August 4, 1813, Thomas Mumford was the owner of lots 49 and 48 in the 20,000 acre tract. At that time ehe water from the river was diverted into Brown's Race by means of wing dams. In 1825 a dam was constructed across the rive The water rights were divided into 85 parts, 79 parts or rights being allotted to the owners of property on the west side of the river and along Brown's Race and six parts to the lot owners on the

establish their rights to all the water in the river at this point, with the excep-tion of the six parts mentioned. To get at the rights of the different parties it was necessary for the attorneys to go way back in history and search out all way back in history and seattle the littles to property along the river and along Brown's Race.

As previously stated Mumford owned the property in 1813, while Moses Atwater, in 1819, owned all the land on the east side which was involved in the suit, Atwater conveyed some of his land to a man named Cleveland, and erected a saw mill on one lot for himself. In 1821 Cleveland sold out to Sherman, The property passed through several hands until one part fell into possession of Elias Ely. Mr. Ely sold his interest to Warham Whitney and this in turn went to James M. Whitney, the defendant in the action

Now in 1833 Silas O, Smith and Abe-jard Reynolds and others, including owners of water rights on the east side of the river, entered into an agreement to control the water rights of the river at this point. In short, Mre Smith and folwers attempted to do what the Roches-er Railway and Light Company has succeeded in doing and that is to control

practically all the water of the river.

A portion of the agreement of 1832 read, "thereby reserving to themselves the privileges and advantages of said iver which might otherwise be applied o hydraulic works and machinery, and which is to be considered as surplus water to be enjoyed by the parties hereto in proportion to their respective rights and privileges or their several water rights before mentioned, and also for the fur ther interest of keeping up the across the said river, etc."

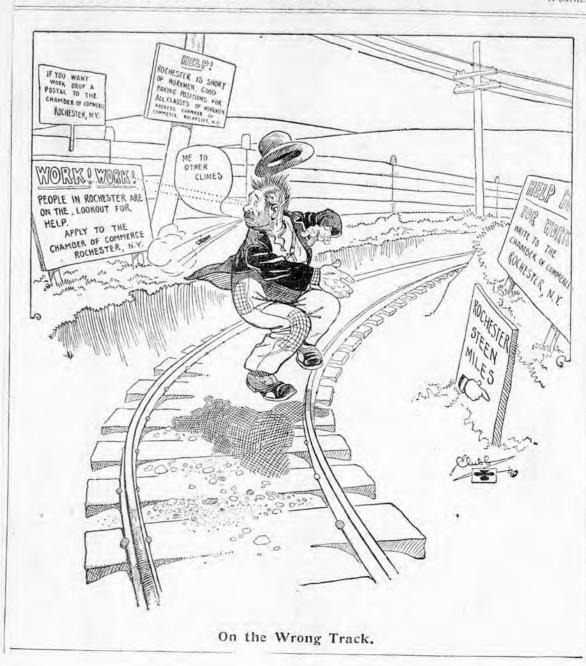
It was also agreed that none could sell his water rights without the consent of a majority of the signers of the petition. The agreement was renewed in 1838. As t stood at that time it was considered that the parties to the agreement con-troiled all the water on both sides of the

until 1866, when another agreement was drawn up because of some differences between the owners of property on the west side and William H. and Joseph B. Ward who owned certain lots on the east side. Then came the suit against Mr. Whitney, who had been a party to the agreement of 1866.

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CSTER HERAI

N. Y., THURSDAY, JULY 6, 1905.



Rochester Chamber of Commerce.

Owing to the necessity of having more houses for working people in Rochester, and the fact that several of our business men are willing to form a company to erect same, a meeting is called for

WEDNESDAY, JUNE 28, 1905, AT 4 P. M.

to consider the best and quickest way to meet the present

Your attendance is earnestly requested.

Secretary

CAPITAL WILL BE PROVIDED. Working People May Have Houses Built

for Them-Chamber Meeting. Busines men discussed the r coblemproviding necessary houses for working people at a meeting in the Chamber of ce yesterday afternoonu. It was announced after the meeting that any firm or company wishing houses built for its employees, either for sale or ments would then be made with the individual who wants the house and it

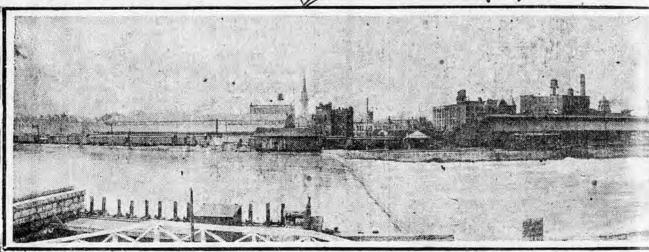
will be built as he desires.

It was decided to abandon the stock company ides. Members of the chamber and others interested in the advancement of the city will provide the necessary capital as individuals. Reshown. Post Express

THE ROCHESTER HERALD.

ROCHESTER. N. Y., SUNDAY, JUNE 11, 1905.

WHO CHASTER DINES





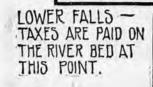


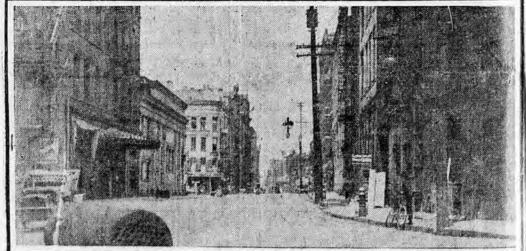


THE ABOVE REPRODUCTION IS TAKEN FROM PHOTO, 16 INCHES BY 7 FEET. MADE BY CIRKUT CAMERA ROCHESTER PANORAMIC CAMERA CO.



A VIEW FROM ANDREWS STREET BRIDGE SHOWING SECTION OF MAIN STREET THAT CROSSES RIVER.





WATER STREET - THE ENTIRE STREET IS A BRIDGE



MAIN STREET EAST WHICH IS BUILT ON THE RIVER BED.

Commerce has sent to The Herald the proof sheet of an advertisement of the attractive features of this city, which is to appear in the forthcoming issue of a well known periodical. The subject matter of this advertisement shows that several of the suggestions made by this journal on Saturday have been anticipated by the chamber.

Among the elements of Rochester's attractiveness to individuals and corporations now residing elsewhere are enumerated the following:

Fuel is cheaper here than in any city outside of the state of Pennsylvania.

Shipping facilities, provided by eleven railroad lines, the Erie Canal and Lake Ontario, are equaled in but few cities in the entire country.

The water supply of the city is ample: and the superior quality of the water for drinking and the excellent system of sewerage render the city practically immune from typhoid and similar dis-

The educational facilities of Rochester are excelled in no city in the United

The summer resorts within easy reach of the city, and the series of magnificent parks within its borders provide ample and varied means of healthful relaxation for a working population. No city in the land surpasses Rochester in this important attribute.

In cleanliness and in lighting the streets of Rochester excel those of any city in New York.

The population of Rochester contains a larger percentage of home-owners than any other city in the country. The instinct of such a population inclines naturally to industry, order and peace. Strikes and other labor disturbances are infrequent and of brief duration.

The banks of Rochester are sound stable and prosperous, with deposits and rapidly increasing.

This recitation of the claims of Rochester to the attention of migrating residents of other places is by no means complete. But it is quite ample for the purpose of illustrating the truth of what has often been said in these columns With this splendld list of advantages fo commerce, for manufacturing and for residence, Rochester should lead every city in the Empire State in its percentage of annual growth. What is neces sary to achieve this, is an intelligent and effective system of laying the information of what Rochester has in store fo him before every manufacturer and capitalist in the country who contemplates a change of business location. Special inducements to come here may need to be offered in certain instances; but the means to provide these ough to be easily obtained in this community of wealth and of profitably invested capital. A thorough organization of means to the end in view-the increase of Rochester in commercial prosperity and power coupled with genuine energy and in

dustry will produce marvelous results, It is best to look the facts as they are full in the face. Rochester has possessed nearly all of its present great commercial advantages for years. It has never had a commercial organization of sufficient spirit, sagacity and industry to bring these advantages effectively in to influence upon the minds of manu facturers and business men seeking im proved locations. The Chamber of Com merce of this city has occupied the place set apart for such a mission, but its per formance of this function has been a mere farce.

Why should a manufacturer, entering New York State in quest of a city with suitable facilities for his factory and his trade, ever enter Syracuse, when the chance is open to him to come to Rochester. In the words of a notably swee singer of everlasting fame:

What's the use of Syracuse Except to travel through?

Yet many industries that might, by the application of ordinary tact and intelligence, easily have been drawn to Rochester, have been permitted, without a word of invitation from us, to pass by and settle in Syracuse.

Other cities besides Syracuse have profited by the lethargic indifference of Rochester to its own opportunities, No. of them has dene so, however, with less legitimate excuse than our eastern neighbor. We may say, without exag geration, that half of the growth of that city within a dozen years properly be longed to Rochester.

The signs which the Chamber of Comnerce displays of an infusion of real energy into its system, are as agreeable as surprising, Recently one great in-

experiment has stimulated it to further effort, and it has entered upon a campaign of advertisement of Rochester's facilities in fields where such advertising is likely to be productive in eliciting specific inquiry. We congratulate the organization upon its evident discovery of its opportunity and mission. We trust that its really valuable functions will not again be lost to view under a dinner table or on some junketing ex-

> MANY LEAVING NAMES Secretary Ives Receiving Numerous Applications for Positiona With

Cluett, Peabody & Co. Secretary Ives of the Chamber of Commerce was one of the busiest men in the city this morning and his office would put to shame most employment bureaus. All the unwonted activity was due to Mr. Ives offer to take the applications of those desirous of securing employment in the Cluett, Peabody & Co collas factory, which is soon to be established in the All Vinder. is soon to be established in the old Kimbali to bacco works. The company has no of-fice in this city as yet and Secretary Ives arranged with Mr. Cluett, who was in the city Saturday, to keep a record of all those who desired positions, and when the com pany moves here the list will be turned over

morning the applicants began filing in and by noon a list of over fifty names was on and A set of questions that would de credit to a census enumerator was asked each one, but unlike that ceremony they were not obliged to answer the questions unless they wished, all that was obligatory being the name and address. The list in cluded about an equal number of name from both sexes and while "unskilled "

In reply to a letter which he received Secretary Ives said this morning that the Chamber was doing all in its power to give

The Van Bergh Co. state that they are having great difficulty in obtaining suf-ficient unskilled labor and with the advent

NOTABLE REPORTS

Three Important Matters To Go to Council To-morrow.

SMOKE ORDINANCE IS READY

V pald , June 12,1900 George Eastman Has Devised Simple Card Test That Meets With Approval of Business Men's Committee - Expert Cooley's Report on Barge Canal-New Curfew Ordinance,

Thre very important matters pron to come before the council to-morrow night. Although no discussion will prob ably follow to-morrow evening, the pres entation of these reports will in them selves serve to magnify the importance of the session to the public.

First in order of importance will be tation of the smoke ordinan compiled by the special committee business men: next will be the presen tation of the report of Engineer Lyman E. Cooley, making recommendations as to the location of the barge canal and the retention of spurs in the business section of the city; third will be the presentation by Alderman Morgan of a curfew ordinance, backed by the Local

In every case these matters will probably be referred to council committees without discussion to be reported back for adoption in the near future. In ad-dition will be a report from the Law Committee, regarding the claim for rebates on cement sidewalks by citizens of the Twenty-first Ward.

of which F. A. Stecher is chairman has held several meetings and it is stated that at the final meeting to-morrow afternoon, a new ordinance will be drafted and presented that will meet the views council committee to be submitted at

the council meeting to-morrow evening.

The smoke ordinance will be on the lines of the Philadelphia ordinance which was printed in full in The Herald two weeks ago when first considered. George Eastman, a member of the committee has been giving considerable time to vising a smoke test card that should be simpler and cheaper than the tubular lense test used in Philadelphia. The Philadelphia tester costs \$8, while Mr can be accurately guaged. This card can

ber of Commerce, who favored a rigid smoke ordinance and a second class of ative and who feared the effect on busi ness interests of too drastic an ordinance. The council committee promised that if the business men would agree on a smoke ordinance, it would be accepted and reported by the comm

been retained by the city as an expert, has spent much time in Rochester in the specting plans of the state canal commission. Mayor Cutler propounded six questions on which Mr. Cooley's opinion as an expert is asked and his report, ting of an answer to these quesons will be transmitted to the cou with an accompanying message from Mayor Cutler, These are the queries

that the expert is asked to answer; "How would the various lines sug-gested in the barge canal report affect the business interests of the city and its

"Taking all things into account, which marily the interests of the city? "If the river is crossed in a pool or at the water level, would the water power

interests of the city be adversely afciency or otherwise of the gradient proposed from Lockport to the Genesee River with reference to the flow of water

in the canal? What do you say as to the possible effect on the flood conditions in this city of a pool crossing the Genesee River? "What recommendations woul you make with reference to a harbor or harbors for local business in the city? "If the line you consider preferable is

ted, what would you recommend as o the old canal within the city?"

The new curfew ordinance, the text of which appeared in The Herald yesterday will be presented by Alderman Mor-gan and referred to the Law Commitee for investigation and discussed. In effect it forbids any child under 15 years of age from appearing on the street after 9 o'clock in the summer and 8 o'clock parent, guardian or other responsible

Undoubtedly this ordinance will stir up much discussion, but the women's so-cleties have determined to secure its adoption, if possible. The women think conditions here are ripe for such an or-dinance and they believe it would aid greatly in the crusade of reform they have started against the dives of the

vorably and without amendment the new market ordinance that will enable the police to keep all farmers and hucksters from doing business on the streets during market hours. It is expected the ornance will be adopted by the council -morrow night as it will not be possible to enforce the market rules against street huckstering until this ordinance

favorably on rebating the claims made erty owners of the Twenty-first agreement with the old village board that the village contract, at an expense of

chased in advance, at city ticket office, 20 State street. P. Z. Epnel 6/13/ov

TROY **STRIKERS**

Committee of Girls is Placing Cluett-Peabody Labor Trouble Before Unions of Rochester.

A committee from the Starchers Union of Troy is in this city for the purpose of educating the working people in the merits of the working girls' cause in the recent Troy strike, Starchers to the number of 1,400 have been en strike from nine different shirt, collar Ax weeks. An EVENING TIMES reporter today interviewed one of the

'Our wages was reduced and we were

collars and cuffs and Reb

locked out. This Troy trouble was not

We were getting four cents a dozen fo

nett wanted us to work for three

dustry was induced to transfer its base of operations to Rochester, and to this result the Chamber of Commerce con tributed much aid. Its success in this joining of two factions, one class representations of the Chamber of Commerce con tributed much aid. Its success in this joining of two factions, one class representations of the Chamber of Commerce continues of the Chamber of Chamb

dozen. Then we struck. Robert Cluett shut the doors and would not speak to aside and finished the work of Cluett Peabody & Co., which is now moving its plant to Rochester, just to beat the girls. The girls in the other factories would not be a party to this scheme and they also struck. They have been on strike ever since. Cluctt, Peabody &

"We did not intend to make any statement when we came here as we were told that all the Rochester papers were against the laboring people.

"The Cluett Company will bring but small part of their business here They will probably get some help from tenced hands from the old factory.'

Co. have made no concessions and we

imer 6-13-05

NEW DRAFT FAVORED

Revised Smoke Ordinance Generally Satisfactory, Mr. Ives Says.

Presented to Common Connell Las Night and Referred to the Law and Public Safety Committees -Its Provisions,

Every member of the comprom smoke committee, representing all shades of opinion in the matter, signed the draft of the new ordinance present ed for their consideration by Attorney John Barhite yesterday. Secretary Ives, morning that the new draft was satisfactory to the membership of that or

Alderman Kenealy introduced the nev ordinance without comment at the meeting of the Common Council last night. It was referred to the law and public safety committees. Following is

Section 1. The Common Council of the city of Rochester do ordain for the purpose of regulating the emissions of smoke from chimneys, stacks, flues or open spaces within the city of Rochester and to determine by comparison the degree of durkness of smoke so emitted, a color scale shall be

Sec. 3. It is forbidden and declared to be

such violation.
Sec. 6. It is hereby made the duty of the commissioner of public safety to enforce the provisions of this ordinance.
Sec. 7. The provisions of this ordinance shall take effect on the 1st day of June.

Post Express - 6/14.

igineering expert, who was employed y the city to investigate conditions in and near Rochester with a view to d ermining the best location for the barge anal and harbor in this city, was preated to the Common Council last night and very properly was received, filed and ordered published. Those interested may study it at their leisure and from it learn he exact conditions that confront the ngineers and the possibilities for good for the city with which the barge canal proposition may be fraught.

Engineer Cooley declares unreserved! n favor of the " Bond or Middle Route " through the city. That route originates one mile east of South Greece and takes a southerly course near the belt rallway on the west of the city to a point be tween the crossing of the Buffalo, Rochoffer & Plusburg rallway and Brooks avenue crossing the river in a pool north of Brooks avenue and the state dam thence by the feeder and a new canal from south of Clarissa street to the present canal at Goodman street, thence along the present canal to Brighton, thance by low level line direct to Fair port and through to Macedon. Treated as he proposes, Mr. Cooley says that this " is altogether for the best interests of the city in both the present and future development."

Mr. Cooley recommends that the riv be developed as a harbor between the state dam and Court street bridge . that the wide waters on the east side be reserved for harbor development; that the canal west of the main line of the New York Central & Hudson River railroad he retained for the use of the shippers thereon until the future needs of the west side are more apparent; that the old canal from the crossing of the main line of the New York Central & Hudson River railroad on the west to Goodman street on the east be suppressed and that the aqueduct be removed, as soon as the state can work out the line from South Greece to Goodman street and divert the traffic thereto.

He declares that the water power interests would be benefitted rather than prejudiced by the proposed pool crossing. As to flood conditions he says :

"A pool crossing as proposed need not affect flood conditions, but treated as herein recommended in connection with a local harbor, the flood conditions would he remedied between Court street and the state dam, and ameliorated indefinite

As an expert on canal matters M Cooley is without peer in the United States. His conclusions are arrived a after long and careful investigation and wedded to the South Route or the North Route, there is little doubt that his suggestions will be accepted by the Advis ory Board of Canal Engineers. If this should be the fact Genesee Valley Park will not be in any way affected.

The report is printed in full on anothe page and should receive the careful consideration of all citizens. 6/14

FIGHTING CLUETT CO.

Committee of Girls From the Troy Starchers' Union Is in This

City.

"A SYMPATHY LOCKOUT"

Manufacturers of Collars and Cuffs Said to Have Combined to Cut

Times, June 14,1900 According to the statement of the committee of the Troy Starchers' Union now in Rochester, eight Troy firms in the Manufacturers' Association were starchers, a principal force of their

Eight other firms were bound, under penalty to the Manufacturers' Associa-tion, to do Cluett & Company's work. But the girls in the eight factories refused to touch a hand to Clustt. Pea-body & Company's work. The Starchbeen attending meetings of labor unloas by every local union thus far seen of the heartlest support.

FOR ROCHESTER WORKING GIRLS

eporter. "We are here in the interests of the working girls of Rocheste employers. They are organized to keep wages as low as possible and the hours as long as they can make us work.

The people do not know what our

work in. We have to work next to the collar-drying tacks, where the tempor-ature is about 120 degrees all the time. We rub the starch into the collars and cuffs while they are new. This is hard er than starching goods that have been laundered once. If a girl works too hard, as many of them do, they have to ay off a week or more to get over the

How long can the starchers keep up

"We can stay out for three months at least and perhaps longer. We have had liberal financial help from the Troy unions and outsiders. Some of the girls do not peed help, but the majority of

"We do not know why Robert Clueft cut our wages. The price of collars, cuffs and shirts has not been reduced. We do know that Robert Clueft gave ston one, which to the Troy V. M. C. A. He also gave liberally to other societies and thee cut our wages.

This lockout is a fight of working

trike. What we gain will be more for because many of us will be in the bust-

AS TO ROCHESTER LABOR.

"It will not be a good thing for Rochester to have that factory here. help they wanted here at \$5 and \$6 a

went to Tray and said that all kinds of cheap labor could be had here. All of ten't want the girls in those furtories to sray out. They should not be out. "What do the starchers make

"From \$10 to \$15, and they earn It They work long hours and can't stand the strain very long." Asked as to the plans of the commit-

tee, the young woman said that they will remain here until the fight is won nod Cluett & Co. are paying the prices asked by the Troy girls.

"Client & Company have been send-ing their stock to Rochester to be starched," she continued, "and we are looking into that also." The Rochester laundry employes are not organized but they will be asked to organize in the near future. Most of

them are sisters or wives of union men and it is, therefore, not thought they ill be difficult to win over to the cause of the Troy girls.

The day that the Starchers' Union Committee came to Rochester Messra

train. The girls rode in the same car to the Powers Hotel on arrival here. The girls went to a boarding house on Ormond Street.

RAH FOR ROCHESTER

Colonel Robacher Tells Syracuse Reporter Something of Flower City.

Enumeration Figures Are Avallable - Emphasizes Industrial Growth.

Colone! W. W. Robacher, who yester ay was in Syrneuse, where he has bustness interests, told a reporter for the "Post-Standard," a few things regard-ing Rochester, that impressed the scribe fficiently as to cause him to submit it r publication. Among other things, lovel Robacher said:

followed Robacher said:
"Rochester is growing rapidly in population and along industrial lines, udging from the scarcity of houses for unrehase or rent. I believe the census which has just been taken and which Sederal consus in 1900. In the sec f the city where I reside there is har y a house for sale or to rent. P weeking such places are in daily

"Ail the business district devastate pany is putting up a store that cover one entire square and is truly metropol itan in its proportions and plans. It will easily double the capacity of the store which was burned. "Rochester is a great industrial con-

company also manufactures all the ap-puratus used by bacteriologists in lab-

"The old plant of the American Tobac gave employment to 2,500 men and which

has been so long closed, has been secured by Cluett, Peabody & Co., of Troy and will be used in connection with its shirt and collar manufacturing b It is situated on the banks of the ple are delighted that it is to be utilized

Out on the Buffalo road the city some nanufacturers to locate there. One of prises of a similar character, one of which was located in Buffalo and the which is doing a flourishing business

The clothing industry is still con The city also continues to be a great hoe manufacturing center. The seed usiness, which once advertised Roches-Port Express 6/14.

THE POST EXPRESS: JUNE 14, 1905.

REAL ESTATE INVESTMENTS. Representative of Boston Capitalists

Writes to Camber of Commerce William Moses, jr., of Boston, writes t ecretary John Ives of the Chamber Commerce that he is making a study of statistics of various cities in the United States, in the interests of certain capitalsts, from the viewpoint of their desirabil ty for real estate investment. The period the investigation will cover will be from 1880 to 1905. Data is wanted showing the

Secretary Ives says his correspondence of late shows that people in all sections of boom of the substantial kind. Indications are that the establishment here of the Cluett, Peabody & company collar plant is the forerunner of a number of other large manufacturing enterprises that will be brought to Rochester in the near future At the International Peace conference which he attended recently at Lake Mo honk, where prominent persons from all over the world were con Ives says he was surprised at the number of delegates resident far distant from here, who had knowledge of Rochester and re-

THE POST EXPRESS: WEDNESDAY, JUNE 14, 190

Barge Canal Crossing. The question of the route of the barge

anal through or around the city of Rochester is so important to all the people of this municipality that Mayor Cutler was amply justified in securing an appropriation from the city treasury and employing an expert engineer to consider the various plans that have been discussed and make an exhaustive report. Lyman E. Cooley of Chicago whose reputation as an enginer is very high, was secured for this work. Mr Cooley was born in Canandaigua, re ceived a scientific education, taught schools in academies and colleges, edited engineering periodicals, was an assistant engineer in the employ of the govage canal, one of the greatest engineering works in the country, was a member of the international deep waterways on the \$9,000,000-improvement of the New York canals, and made an investigation under the auspices of the Unitstruction of a deep waterway connecting Cooley, therefore, is not only a very em thorough study of deep waterways in his state, and the fact that he had no official relation to the barge canal pro prejudice, made his selection peculiarly

His report to the mayor, which was transmitted to the Common Council last night, was very carefully prepare ie a document of much importance. His recommendati as are not likely to be adopted, but his report should certainly receive careful consideration, not only i this city but by the engineering authoriadvisory board, of which Mr. Bond, for many years the state engineer, is the Four routes for the barge canal cross-

ing at Rochester have been considered. One route follows the line of the presencanal and is not approved by anybody Another route runs north of the city and requires the construction of an aqueduct across the gorge of the Genesce. The engineers seem to be afraid of this and though the route has many advantages, there is no likelihood that it will be adopted, and for all practical purposes further consideration of it might as well be abandoned. Two routes remain, one through the city, crossing near the the city, crossing the river through South park. No doubt one or the other the question is, Which is preferable, all things considered? Shall the canal go round the city or through the s portion of it?

In the Bond report all available routes most a straight line from Fairto Brighton, avoiding the Pittsford and Bushnell Basin "oxbow" but requiring some heavy fills, especially at the crossing of Irondequoit and Al-len creeks. From Brighton the route was along the line of the present canal to the crossing of South Goodman street, from which point a new canal was planned crossing the intersection passing half way between Welder stree and Mount Vernon avenue, crossing the intersection of Caroline street and South avenue, thence through the northern portion of the block between Sanford and Cypress streets, and crossing Mount Hope avenue. In other words, this plan contemplated a canal running in a straight line from the present canal-crossing on South Goodman street canal was to run to the south along the point 1,000 feet west of the Eric bridge, crossing the river in a pool and running in a northwesterly direction. city, to the line of the old canal at South Greece.

This is practically the line which Mr. Cooley favors. In Mr. Bond's report it was said: "On this route no estimate included for any branch canal into the city, it being considered that the needs of the city will be amply served from the canal location as above described have a connection nearer the heart of the city, the present line of the Eric canal can be utilized and enlarged from he crossing of South Goodman street to where the old abandoned feeder from the Genesce river enters the present

anal at South avenue." gence between Mr. Bond's recommenda tion and that of Mr. Cooley. Mr. Bond did not think a branch canal needed canal could be utilized. Mr. Cooley, or the other hand, recommends the con struction of a vast reservoir or harbon the Genesce river. He would raise the dam at Court street about nine feet, excavate the river bed so as to give a depth of eighteen feet, have the harbor 100 feet wide, and run it south for about two miles to the crossing below the state dam. In other words, he would turn the Genesee river into a pool 400 fee wide, two miles long, and eighteen feet leep, the walls to be carried three feet above the surface of the water and the

foreshores filled in to a grade rising back

or a distance from 'he river.

This is, indeed, a gigantic scheme. On he east the feeder would have to be abandoned, streets would have to be shifted, an immense amount of filling s would be required, and the Lehigh Valley railroad would be compelled to change its terminals, "thus freeing the milre east river front." "Such a solution would be ideal," says Mr. Cooley Perhaps so, but it seems visionary and impracticable. When he turns to the west side of the river, Mr. Cooley finds himself in great difficulty. The western river front, he admits, "does no ment," We should say not! In the fevelopment, it would be desirable, as street inland near Clarissa street and river front." Is it not obvious that ter that can be taken up later and worked may seem expedient when the demand is an easy way to pass by difficulties of

With all due respect to Mr. Cooley,

who is, as we have said, one of the country's greatest engineers, we think he has made some very serious mistakes, owing to a natural mis-In the first place, he has vastly overcially in the barge canal. and assuredly it will not make great use of the barge canal, which, in the mulit, is to serve as a chean outlet to be brought in here to compete with York, and as a great benefit to the eleermined to levy a toll upon every pound of freight passing through that city. Mr. Cooley is planning for a harbor is Rochester sufficient to accommode a hundred times more freight than will ver be offered. His second mistake which ought to be obvious to everybods is that his plan calls for an enormous expenditure. No doubt it would be a fine thing for the city of Rochester if the millions of dollars in improving the navigation of the Genesee river, in building walls of masonry, in cutting the river keeping it clear, in taking steps to in-

It is to be said, as another objection to Mr. Cooley's project, that the canal advisory board, of which Mr. Bond is chairman, does not approve of the canal through the city but favors the route through the park, running the canal around the city and making it as little of a nuisance as possible. In this conclusion we think the majority of the people of this city concur. The Erie canal was once a strong factor in the development of the city, and then the people itted to the inconvenience of the big ditch with its many bridges; but in recent years the canal has been of little benefit and of constantly increasing inconvenience, so that we have all been looking forward with some satisfaction to seeing the last of it, and so long as the northern crossing is practically out of the question, though altogether the best, the general opinion, we think, will be that the barge canal should cross at South park, or just south of it if a convenient place can be found.

To sum it all up, Mr. Cooley has proposed a plan far more elaborate than Rochester's relation to the barge canal justifies; he has proposed an improvement so greatly to the advantage of the city and so little to the advantage of the state and so expensive that the state can hardly be expected to undertake it, and he has proposed a crossing which is not only opposed by the canal advisory board but by thousands of residents of Rochester.

UNION AND ADVERTISER:

WEDNESDAY, JUNE 14, 1905.

LEHIGH TO BUILD FINE **NEW STATION**

Contractor Expects to Begin Work Here Within a Week.

Plans for Building Sent to Fire Marshal To-Day -- Request That Permit be Granted at Once.

Building to Be Erected on Piers South of Court Street Bridge-Express Station Included.

Contractor F. D. Hyde of New York this morning sent a letter to Fire Mar-shal Walter stating that he had been awarded the contract for the new Lehigh Valley railroad passenger station at Court street bridge and saying that he wanted to begin work within a week and would like a permit for the building issued and forwarded to him at once. At the same time Fire Marshal Walter received an express package from Contractor Hyde containing complete plans for the new station and also for an ex-

for the new station and also for an ex-press building to be erected to the rear and adjoining the passenger depot. The buildings are to be erected on the plers south of the east end of Court street bridge which were located by the Lehigh road years ago as a foundation for the station. Fire Marshal Walter said this morning that he would go over the plans immediately and if they were satisfactory would send on a building

permit to Contractor Hyde at once.

The two buildings to be erected by the
Lehigh are to cost over \$50,000 and will
be of handsome design. The passenger station is to be of pressed brick of mot-tled buff color and will be one story in height with a clerestory above the wall ing room. The passenger station will have a frontage of sixty-one feet on Court street with a depth of fifty-one

The station will be supported on ste girders resting on the stone piers and beneath the building will be a basement hung from the piers with steel cables and girders. In the basement will be and girders. In the basement will be the bothers and coal bins. In the passen-ger station above will be a general walt-ing room 29 by 48 feet, tollet rooms, tick-et offices, all news stands and all the proper equipment for a modern depot. Running along the east side of the pas-

to the trainshed with a vestibule and porte cochere entrance. The trainshed will be of handsome design and will be located directly in the rear of the sta-tion. The platforms in the trainshed are

from Court street bridge. The building

will have a frontage of fifty feet with a depth of twenty-eight feet. This structure will also be of brick.

There will be an asphalt court yard on the east side of the passenger station and east of the covered entrance to the trainshed. This will be directly facing the express building. Eliaborate plans are made for the accommodation of are made for the accommodation of freight wagons and vehicles of all kinds

at the depot.

If Fire Marshal Walter approves the plans for the station as presented it is expected that Contractor Hyde will be on here next week to begin work.

BEAUTIFUL PULLMAN SLEEPERS Placed in Commission on Central Exclu-

sively for Rochester Travelers. Through the efforts of Mr. George H Daniels, general passenger agent of the New York Central, two beautiful twelve New York Central, two beautiful tweeter section drawing room Pullman sleepers have been, placed in commission running between Rochester and New York on the business man's favorite train, No. 30, leaving daily at 9:50 p. m., and returning from New York leaving Grand Central station at an experience of the commission o

New York leaving Grand Central station at 9:20 p. m. These will take the place of the ten section double drawing room cars, which have been run for the past two or three years.

The new ears are the latest turned out by the Pullman Co., and contain all modorn improvements. The interior finish of the cars is of solid mahogany, while the tentral reads and carrets are of a green the cars is of soin managary, while the draperies, seats and carpets are of a green shade, thus producing a rich harmonious effect very restful to the eye. The drawling room, also the ladies' invatory which is a commodious room, and the gents' smoking room all have tollet anexes lined with the rich and continuer. with white tile, and containing the very latest make of sanitary plumbing. The new cars are named Brockport and Boon-ville. Mr. Daniels feels that inasmuch as the Rochester people are such liberal pat-rons of the New York Central, they are justly entitled to the best cars turned out by the Pullman Co. Union, * Adv

MAY WANT TO INVEST

Boston Capitalists Having Rochester's Inducements In-

The Junes 6/14/1905 ASK FOR BUILDING FACTS

Chamber of Commerce Will Supply Inquirer With a History of Rechester's Growth.

Secretary Ives of the Chamber of Commerce today received a tetter from Moses Williams, of 18 Tremont Street, Boston, asking about Rochester, Hs letter follows:

"I am making a study of statistics of various cities in the United States in the interest of certain capitalsts from the point of view of their desirability for real estate investment.
"I am making the study for the period of 1880 to 1905.

iod of 1850 to 1905.

"Have you any pamphlets showing the changes in population, bank clearings, debt, and especially, building permits and amounts for these years?" Mr. Ives will supply Mr. William with everything in his hands concerning Rochester's desirability as a place to live. A sample of the information which Mr. Ives is able to give the Bos ton Enquirer is contained in an inter-view with W. W. Robascher, of this city, published in today's Syracuse Post-Standard, in part, as follows:

"Rochester is growing rapidly in population and along industrial lines." Colonel Robacher said, "judging from the scarcity of houses for pur-chase or rent. I believe the consus which has just been taken and which will shortly be announced will show the city to have a population of nearly 1200,000, as against 163,000 according to the Federal census in 1900. In the section of the city where I reside there People seeking such places are in daily 400 houses in a newly developed district city line in that section and the people settling there were so insistent for pub-

lic conveniences such as water and gis that the city annexed the district." Mr. Robacher, who is interested in the Just Reduction Company, of Syr. cuse, enlightened the Syracusans on the enterprise and growth of Rochester the extent of nearly a column. ----

will have a frontage of fifty feet with a

Central Library of Rochester and Monroe County HE UNION AND ADVERTISER: Fistorice is crapbooks Collection

MR. COOLEY REPORTS ON BARGE CANAL

Expert Employed by City Favors Middle Route For Waterway.

Says Line Surveyed to Cross River at Brooks Avenue is Altogether Best for the City's Interests.

Would Have Large Harbor in the River Between the State Dam and Court Street Bridge - Mayor's Questions Answered.

Engineer Lyman E. Cooley of Chicago, he expert employed by Mayor Cutler to dylse the city as to the best route for he barge canal, submitted his report to e Board of Aldermen last night. The eport is voluminous, and was not even read at the meeting, President Edger-ton ordering it received, filed and pub-Mr. Cooley in brief recommends that

the "Bond," or middle route, for the canal be adopted. This route would take the canal across the river about at Brooks avenue, and would not bring it nto Genesee Valley Park at all. In connection with this route, Mr. Cooley ad-vises the building of a big harbor for boats in the river between the state dam and Court street bridge, and also advises that the eastern widewaters be reserved for harbor development. He advises that the present canal on the west side be ned as far as the main line of the New York Central railroad, and that it be done away with from that point east to Goodman street. The report follows

be done away with from that point east to Goodman street. The report follows in full:

I came to Rochester on May 9, and received the written instructions of the Mayor, Hon. James G. Cutler, by E. A. Fisher. City Engineer, a copy of which is appended. I went back to Chicago on the evening of the lith and secured some data bearing upon the problem in hand, returning to this city on the 24rd, and my time has been devoted to the question at issue up to date.

I have had extended conferences with city, state and county officials, and in company with same have examined the several propositions on the ground. I have gone through the voluminous literature on the subject, and have been furnished with special data from official sources. I have heard many interested citzens, and received statements in writing. The Engineering Department has made special studies of suggested solutions.

I was familiar with Rochester and interested in canal questions in early life when my home was in this part of the state. As a member of the International Deep Waterways Commission I gave special study to the New York canal situation in 1835-7. In 188, I acted as Advisory Engineer to Governor Black's Committee of Investigation under the "Nine Million Act," and spent a couple of weeks in examining canal conditions at Rochester and victuity. In 189, I made an claborate study of transportation by water and rail between the West and the eastern seaboard. All this has enabled me to grasp the situation at Rochester much more quickly and certainly than would otherwise be possible in the time.

The data available are sufficient to Indicate the proper solution, and the general treatment and the details can be left to those who are specially charged with the carrying out of the work.

GENERAL CONSIDERATIONS.

Whatever difference of opinion may exist is to the practical utility of the barge anal, all will agree that the canal, with its airbor, should be so located as to best erve commercial and industrial interests, if the city is to realize the greatest benefit brough its development as a truffic route tallways everywhere seek the commercial and industrial core, and no one should juestion the propriety in other means of ransportation.

resident the property as a second of canal traffic ransportation. The statistics (appended) of canal traffic a recent years are significant. The through business has shrunk and the local business has expanded until it is about 40 nec cent of the total. The business of

is well formed for a domestic waterway system.

Every one will concede that the works should be so lecated and designed as to assist, rather than to accentuate, the solution of local problems. Aside from their transportation value, the works then become an integral factor in the commercial welfare. It is no argument against the expenditure of a dollar that it may incidentally contribute to another public purpose. It will also be agreed that the present need should be served along lines that can develop progressively to the conditions of the future.

What benefits Rechester most, is of greatest interest to the state, for the com-

THE SEVERAL ROUTES.

line.)
This route leaves the present canal about four miles west of Rechester at the Four-Mile Greery Bridge and crosses the Genesee River about one-half mile north of the Driving Park Avenue bridge on a steel aqueduct 1,650 feet long and 215 feet above the bed of the river. It then skirts the city on the north and east to near Brighten, on the north and east to near Brighten, strossing the Irondequoit valley on the low level line directly to Fairport south of the New York Central & Hudson River Rull-road and north of the highway. It is proposed to improve the present canal from the function to Lyell Avenue as a harbor for the western division of the city. A harbor for the western division of the city. A harbor for the eastern division of the city would necessitate locking back to the "wide waters" and retaining the existing ennal, or some substitute, as a feeder.

This location is urged as permitting a higher declivity (12.65 feet is suggested) in the reach between Rochester and Lockport, thus giving a larger flow of water; as facilitating a connection with Irondequoit Bay at some future time, and as avoiding complications due to the pool crossing of the Genesee River on the South Route.

The State project for this route did not contemplate a channel of large declivity. The conformation of the supporting ground does not lend itself to such treatment, and the object can be better accomplished by a larger prism and with substantial betterment to navigation. Irondequoit Bay can be readily reached from near Brighton on one of the routes hereinafter discussed. A treatment of the pool crossing is recommended which will avoid the erlicians that have been made, and at the same time accomplish other wise purposes.

The proposed crossing of the Genesee gorge is truly heroic. It involves a monumental structure in steel which cannot be regarded as laving a permanent iffe. The Northern Route would be justified if there was no alternative. The relative advantages of this location are not manifest. pressing the Irondequoit valley on the low

THE TWO ALTERNATIVES.

The South Route (defined by statute) originates one mile east of South Greece, and takes a southerly course near the Belt Railway on the west of the city and sweeps around southeasterly to a crossing of the Genesee River in Genesee Valley Park; thence a direct course to the turn in the present canal west of Pittsford; thence along the canal to the turn east of Carterville; thence directly across the Irondequoit valley, avoiding the detour by Bushnell Basin, and along the canal and a new location behind Fairport,—keeping the present level of the "Ox-bow" through to Macedon.

The canal on the outskirts of the city, and well on towards Pittsford, is in deep cutting, and will be available for through business only. The little low-lying land near the Genesee River is for the most part within park limits. It is proposed to control the pool level by a regulating dam at the site of the present state dam, and to develop the feeder with a basin at the junction with the present canal for harbor purposes.

The alternative route is spoken of as the

junction with the present canal for harbor purposes.

The alternative route is spoken of as the "Bond, or Middle, Route," and leaves the South Route between the crossing of the Buffalo, Rochester & Pittsburg Railway and Brooks Avenue, crossing the river in a pool north of Brooks Avenue and the state dam, thence by the feeder and a new canal from south of Clarissa Street to the present canal at Goodman Street, thence along the present canal to Brighton, thence by low level line aircardy described direct to Fairport and through to Macedon.

The length of the two routes is practically the same, but the Middle Route will be somewhat shorter if the South Route omits the Fairport cut-off, as has been suggested.

THE RIVER HARBOR.

during the season of navigation, it will be sufficient.

It is proposed to fix the normal pool surface at or about elevation 251 feet, city datum, (512.35 feet above mean tide as used by barge canal) which is 9.1 feet above crest of Johnson & Seymour dam. The river should be hottomed out for a depth of 16. feet helow pool surface and for a width of 49. feet for about two miles up to the Juncture of the Middle Route below the state dam. The dock walls should be carried three feet above normal pool surface, or to elevation 254 feet, city datum, and the foreshores filled in to a grade rising back for a distance from the river. The greatest known floods can be passed

through the two miles without going over the dock walls.

The Middle Route can approach from the west narallel to Brooks Avenue and near the harbor Place, and the tree the harbor parallel to the current. It can be deverted to the current of the law the harbor near the junction of Clarissa. Street and Mount Hope Avenue, going east between Sanford and Gregory Streets to a junction with the present constitute about 11-i miles of the through troughout the length of the tarbor on the east side can be developed at once The lands between the river and Santh Avenue of the east side can be developed at once The lands between the river and Santh Avenue of the east side can be developed at once The lands hetween the river and Santh Avenue of the east, are largely occupied by the present canal and feeder and by the Leicht Valley Ballroad, the area remaining being very poor property. The related to the streets and to fill in and reclaim the feeder and by place the railroad adjacent to the streets and to fill in and reclaim the feeder and admit of the parent of the streets and to fill in and reclaim the feeder and admit of the aquestic and to fill in and reclaim the feeder and admit of the aquestic and to fill in and reclaim the feeder and admit of the aquestic and to fill in and reclaim the feeder and admit of the aquestic and to fill and reclaim the present.

OTHER HARBOR FACILITIES.

of throughout the wide waters, the route to almost continuously developed as a ribor for industrial purposes. These facilies should be valuable to the east side that two-thirds of the city population of the will facilitate bridging. This street could easinot be utilized in connection the facilitate bridging. This street could easinot be utilized in connection in the South Route, and it seems a pity water so the a site, now devoid to all sace, and one so well located to meet growing needs of the city.

The effect of the improvement on the regimea of the river and especially that of flouis, is a matter of prime concern. The pool crossing of the Genesee River in conjunction with the long and gentle declivity from Leckport demands guard feeks with possible interruptions by floods in the season of navigation, unless the pool be raidledly improved and its fluctuation controlled within narrow limits. Such control can only be effected by works with a free fall in extreme flood, and these are practicable only as the aqueduct is approached. The raidcal improvement of the two unless between the controlling driving and the junction of the Middle Route is lustified for larbor purposes, but the extension of an junation of the Middle Route is justified for larlow purposes, but the extension of another mile to the South Route crossing in the park is costly in rock excavation, and the range of fluctuation is increased.

An improvement that meets the requirements of navigation is a radical solution of the fleed problem; in fact, disposes of that question throughout the length of the harbor. Such requirements are, that the velocit shall not exceed four feet per second (so fixed for river improvement on barse route) during the floods of the navigation season, and that the fluctuations where the canal enters shall not exceed one foot, thus permitting unobstructed flow.

1901, March 27. 20,000

1905, March 27. 25,000

1n thirteen years are six flood years with seven floods, two of which occurred in the reason of navigation. Neither of these would have interfered with the normal working of the canal.

The report of the "Special Comm tee gives in profile the following elevations of floods at the state dam (reduced to pool teel)

1906, April 1. 6.18 foet 1906, May 23. 4.93 feet 1906, March 3. 7.23 feet The foresoing indicates that for a cen-

tury one flood only, that of October, 1835, would have exceeded the limit of velocity and slope through the harbor during the seeson of navigation. This even would not have been a serious inconvenience, nor need it have closed a stop-gate in the canal from Lockport.

THE LOCKPORT-ROCHESTER SLOPE.

WATER POWER

ICE

SOUTH PARK CROSSING.

The South Route proposes to pass directly acress the Geneses River in South Park at normal elevation of 251.24 feet city datum. The low water is to be raised about 4.6 feet by a regulating dam at the site of datum. The low water is to be raised about 4.6 feet by a regulating dam at the site of the old state dam, such dam to give a free flow when the natural stage is equal to pool level. Above such stage the fluctuations will be uncontrolled and guard locks on other side are provided for such conditions. The equivalent stage at the Johnson & Seymour dam has been estimated for a stage of 251 feet at Elmwood Avenue by gauge relations in 1945. The volume in the fiver at this stage is estimated at 9.60 monoin feet. In the twelve years, 1836-194 inclusive, the stage ranged above. inclusive, the stage ranged above rel; from April to November inclu-avigation season a total of 18i days, from 1 to 23 days and averaging 15 er your. For this length of time, re, the flow through the canal will plicated and the guard locks willed.

The matter is further complicated proposed use of the feeder for list-poses, requiring also a guard lock ead. head as requiring also a head as river is to be used as a harboring the heart of the city, then work be done in the river bed to give the sary depth and to prevent accentuation fleed conditions at the canal cross-the complete remedy is to carry the depth of 18 feet up to this crossing, or feet further than necessary for the L. Route.

of Route, of the river will be direct crossing of the river will be look to navigators, and in this redoes not compare with the Middle as developed in conjunction with the HARBOR ESTIMATES.

The quantities involved in treating the fiver as proposed have been approximately estimated from the data available.
For channel is feet deep below elevation 25 feet city datum, and 400 feet wide between dock walls of masonry carried to elevation 25 feet, and for a length of 11,000 feet between controlling dam and canal entrance below state dam—Middle Route.
Acck, \$38,000 cubic yards; earth, 318,000 cubic yards; masonry dock wall, 64,000 cubic yards; superstructure of Clarissa Street

bridge to be changed to a through bridge without change of grade; controlling dam 20 feet above center line of Court Street bridge.

The treatment omits guard locks, avoids land damages and many complications and, considering the results obtained, the cost will compare most favorably with any other project.

If the same treatment is extended 5,000 feet to the South Route it will add quantities as follows:

Rock, 56,000 cubic yards; earth, 20,000 cubic yards, wall, 20,000 cubic yards.

This extension is without special advantage for herbor purposes, though important as a betterment of flood conditions and of the conail crossing.

DISCUSSION OF ROUTES.

side for Industrial purposes will not be practicable in conjunction with the South Houte without retaining the canal west of Goodman Street and connecting the same with the river harbor, opposite the Feeder function; and the future connection with Ironéequoit Bay that has been advocated will not be practicable.

The South Route is three miles from the heart of the city by the tiver, one fulle of which is unavailable, while the Middle line enters at the head of dock territory and leaves near the middle; thus keeping the commerce of the canal more in touch with the city.

Stremuous objection is made by the park officials to the location of the canal through the park, and the making of the same the junction point for the local traffic to and from the city. This is largely a matter of joint of view. The treatment is bound to recognize the conditions as a measure of damage. The canal itself and its accessories can be artistically planned so as to add to the landscape effects, and

IRONDEQUOIT VALLEY.

The crossing of frondequoit valley has conditioned laysely the selection of route. The South Route is directly located via Pittsford, so as to avail of the "Ox-bow" in part and keep the old canol level with the minimum of change. The Middle Route crosses directly from Brighton to Fairpart at a level 145 feet lower, and involves two formidable embankments neroes Allen creek and frondequoit creek and reading through the swamps between Fairpart and Macedon.

I think it will be admitted that the morthern or low-level crossing of the galley will be much the best when it has been produced, and in this connection the level

ern or low-level crossing of the Salloy will
be much the best when it has been produced, and in this connection the level
should be cut down as much as economy,
will permit in view of the possibility of
utilizing natural channels east from Macedon. The actual canal bank in the air will
be less by the northern line, and ground
water should contribute to the water supply of the canal east of Fairport, thus dimulishing the feed water required east of
Rochestor.

No rock has been found between Fairport
and Macedon in the range of any probable
canal horizon, and the material favors (xcavation. It is believed that an exhaustive
study of all the physical conditions and the
resources of engineering construction will
develop conditions and methods which will
make the Middle line compare favorable in
cost with that to the south. The advantages of the Middle line would then be obvious. To my mind, they are so obvious as
to justify a large increase in this, should
that he necessiry.

THE MAYOR'S QUESTIONS.

the crossing of the main line of the New York C-utral & Hudson River Railroad on the west to Goodman Street on the east, and remove life aqueduct, as soon as the state can work out the line from South Greece to Goodman Street and divert the traffic thereto.

The letter of the Mayor, and statistical data by Houston Barnard, Assistant Super-Intendent of Public Works, are appended.

Respectfully submitted.

LYMAN E. COOLEY.

The report of Lymqu E, Cooley, the engineering expert employed by the city

to consider the various proposed routes of the projected barge canal through or around Rochester, has been received by Mayor Cutler and by him transmitted to the Common Council. An especially interesting portion of that report consists of the engineer's advocacy and description of a proposed river harbor, to foster and accommodate Rochester's anticipated commercial interest in the water-

This river harbor, as described by Mr. Cooley in his consideration of the Bond or Middle Route of the canal, is to consist of the river channel, extending from above the Court Street dam "for about two miles up to the juncture of the Middle Route below the state dam." It is proposed to make the water level throughout the harbor 9.1 feet higher than the crest of the Court Street dam; and to acquire the desired draught it would be necessary to bottom out the river to a depth of 18 feet below pool surface. The proposed width of the harbor throughout its entire length would be 400 feet. The harbor would constitute about 1 1-4 miles of the through route of the canal.

The construction of the river harbor. in the opinion of Mr. Cooley, would convey these advantages: "A river harbor will substitute a fair dock line of masonry for unsightly river banks and make valuable property of the foreshores. It will solve the flood problem for the length of the harbor and will improve the water power. * * * The greatest known floods can be passed through the two miles without going over the dock The construction of the river harbor is

not conditional upon the adoption of the Middle Route, The Southern Route, which passes south of the city and through Genesce Valley Park, will permit of the river harbor by extending the harbor construction 5,000 feet farther south. Whichever of the two routes is determined upon, the inclusion of the river harbor plan would seem to be intimately related to Rochester's benefit from the canal which is to cost the state so many millions of dollars. If the barge canal develops a commerce commensurate with its estimated cost of construction, it is inevitable that Rochester shall have a share in that commercia development; and the proposed river harbor advocated by the engineering expert must operate materially to the industrial advantage of the city in the carrying on of that commerce. If the new waterway is to be the great artery of trade that its projectors prophesy, the closer Rochester comes in touch with it and the better the city's facilities for utilizing it, the greater Rochester's share in the commerce of the canal. Whether the state can be induced to include the proposed river harbor in its scheme of barge canal construction, is another question; and whether the canal will ever be the highway of a great trade is still another. At any rate, Rochester. has nothing to lose and possibly much to gain by the construction of the proposed river harbor in the barge canal.

MR. CLUETT

6-10-01 Head of Collar Industry Says Factory Will be Running

Here Soon. Mr. Chieft and Manager Kennedy, of the Chett, Peabody & Company's collar and cuff factory, which is to remove from Troy to this city in a few weeks, were in Rochester today making arrangements to the installation of the plant here. Mr

Cluett stated this morning that it is the

purpose of the firm to hire as many fro rimities were open in the business to local young men. The remodeling of the old Kimball factory will be begun imme diately so that there may be no mordelay than necessary in getting the ne

ANYBODY OUT OF WORK

MAY GET IT IN ROCHESTER. Skilled and Unskilled Labor Badly Needed

at Existing Industries and Others to nortal to the New York Commercial; Rochester, June 14.—Scarcity of help both skilled and unskilled, is reported by the manufacturers of Rochester. Several letters have been received by Secretary John M. Ives, of the chamber of com-

Jonn M. Ives, of the chamber of commerce, from the manufacturers complaining of this condition.

Rochester's growth industrially has been so rapid in the last two years that it has become almost impossible to secure apprentices and unskilled labor here at moderate wages. Advertisement are being prepared by the chamber of commerce to be sent to other parts of the country, in the hope that they may bring people to Rochester.

The erection of a new department store and the removal to this city of the shift and collar factory of Cluett, Feabody & Co., which will eventually employ 3,000 hands, together with the growth of the many manufacturing industries already located here, is accountable for the scarcity of kelp.

Sum 15-06

Chamber of Commerce Will Interest Business Men.

TO BUY LAND AND BUILD Aut 34 great fune/Vior Encouragement to Idea - Importation of Outside Workers Checked.

Real estate men say there is a demand for the construction of a thousan houses in Rochester that will rent for from \$2.50 to \$3 a week and the Rechester Chamber of Commerce is going to take steps to supply the need through the promotion of the organization of a company of business men to buy up tracts of land within the city and erect thereon a sufficient number of moderate price dwellings to put an end to the house famine that has been a vexing problem here for the past two years. Secretary lves of the Chamber has re-

of financial standing, offering to embark capital in a company of this kind, that he is now convinced that the scheme is an eminently practical one despite the great amount of money that will be necessary to put it in practical opera-

From time to time the clothing Ex-change, the Rochester Boot & Shoe Manufactures' association and other of the larger trade organizations of the city, have endeavored to do away with the great scarcity of help here by bring-ing workmen in from the outside Everytime this has been done, the housing problem has presented itself-work-men have been unable to find suitable abodes without paying much more than in other cities and for this reason em-ployers have found it well-nigh impos-

sible to keep them here.
In conversation with a Post Express reporter this morning, Secretary Ives said that despite the increased cost of labor and building material, he did not believe there was ever a time in Roch-ester when house building was as attractive a proposition from a busin standpoint as now, when, notwithstand ing the rapid and substantial growth of the city, real estate can be bought in many sections cheaper than in cities tha have not half the population of Rochester. Even investors outside the city are taking cognizance of the situation and writing to Mr. Ives,

Although over 300 applications for po-sitions in the Cluett collar factory soor to be established here, have been re-ceived at the Chamber, most of them came from men and women who already have positions in factories here. Neither the Cluett company nor the Chamber de-sire to take help away from concerns already established here. What is

The Chamber asks every man, won and child in the city, to write to some friend or relative at a distance who is in want of work, to come here and get a posttion. The Chamber has investigated the matter and finds that wages are much better here than in Syracuse or Buffalo. Letters are pouring in daily to Secretary Ives from manufacturers shoes, candy, silver plate and clothing expressing the great scarcity of help I all these lines. The Chamber has ar ranged to have cards printed and place in all the street cars on which will b ted this rather unusual appeal. "Write to your friends to Rochester and get a job."

SATISFIED WITH SMOKE ORDINANCE

ACCEPTABLE TO CHAMBER OF COMMERCE.

COMMITTEEWASUNANIMOUS

Clinton Rogers, Originator of Plan to Abate Smoke Nuisance, Says ne Were Overcon the Discussions-May Become Law ---- June 15-

The new smoke ordinance, as introduced in the Common Council Tuesday night will be acceptable to the Chamber of Commerce, according to a statement made by President on Connell Tuesday night will Clinton Rogers yesterday afternoon. Rogers said he thought that it was a practi cal ordinance, and one that could be en-forced, although the details of its enforcement would have to be worked out later, aft

er it has passed the Common Council. Mr. Rogers was a member of the special sub-committee appointed by Chairman Kenealy of the Public Safety Committee of icil. On this committee were repre sented the interests which favored a smoke ordinance, including Mr. Rogers, E. P. Reed and F. A. Stecher, and other interests known to be opposed to the ordinance in the form members were John A. Barhite, George East-man and Frank E. Reed. This committee held several sessions and finally agreed upon

nominal sum and may be owned by every manufacturer and every citizen interested.

"The Chamber of Commerce Smoke Committee will be satisfied with the ordisance, I believe. It properly enforced will abute the smoke nuisance. It is not to go into effeet until June is, of next year, and we hope be that time that most of the manufacturers will have installed smoke-preventing de-

"In Phila - phia they have two scales for measuring the density of smoke, allowing a blacker smoke to be entitled if the chimney is above a certain height. We figured, how-ever, that one scale is sufficient and that black smoke should not be allowed to issue

over the city just the same.
"The ordinance is liberal enough. It allows the escape of smoke for periods not ex-ceeding five minutes at a time once in four consecutive hours. The provisions are also suspended from 5 to 7:30 A. M. At such times the successful operation and management of fires requires escape of smoke, as experienced men inform us.
"I do not think there is any question that

he ordinance will be passed, as we were informed when we were appointed that what ever ordinance we agreed upon would be adopted." Democrat

STATE CONVETION OF ELECTRICAL CONTRACTORS Syracuse, New York, Buffalo, Rochester and Eastern Branches Well Represented-Outing at Lake.

The Electrical Contractors' associa The Electrical Contractors association of the state of New York is holding its semi-annual convention in the assembly hall of the Chamber of Commerce to-day. The board of directors held a session at the 9 o'clock this morning. neld a session at the 90 contact this ming, followed by a meeting of the association. This afternoon the delegates visited the electric plants of the city and iter went down to the lakeside wher supper was served at the Hotel Ontario.

The aims of the association are of a business rather than a technical character—to foster trade; reform abuses and exactions in the business and to settle differences with labor organizations.

There are about 100 members, divided There are about 100 members, divid into branches, of which there is one thi city, New York, Syracuse, Buffalo and the Eastern branch consisting of Al-bany, Troy, Utica, Watervliet, Schenec-rady, Sandy Hill, Glens Falls and other tady, Sandy Hill, Glens Falls and other places in the eastern part of the state. Officers and delegates here to-day are: President, Marshall L. Barnes, Troy; vice-president, James P. Strong, New York; treasurer, Julius C. Stearns, Buffalo; secretary, Fred Fish, Rochester; director of New York branch, James A. Strong, director of Pochester, branch Strong; director of Rochester branch, Morris J. Olmstead; director of Buffalo branch, Julius C. Stearns; director of Syracuse branch, James Hilton; director

Syracuse branch, James Hillon, director of Eastern branch, Frank L. Frost; secretary of the National association, W. H. Morton, Utica.

Delegates, C. A. Georgia, Elmira; M. S. Horton, Clarence Wheeler, Thomas H. Green, Rudolph Schmidt, E. C. Seitz, Philip Crapsey, Walter H. Toby, Rochester, H. J. Sackett, J. D. Robertson, A. ster: H. J. Sackett, J. D. Robertson, A D. McCarthy and J. J. O'Leary, Buffalo; G. H. Fowler, E. J. Richards, Pough-keepste; A. J. Martin, Sol Davis, James Blackhall, New York city; W. Covert Jones, Geneva; George Brayton, Utica; James Burns, Schenectady.

conditions in the vicinity of Rochester, having closely studied the New York canals as a member of the International Deep Waterways Commission, and as Advisory Engineer to Governor Black in connection with the Nine Million canal improvement act, recently exhaustively investigated the subject of the best route for the barge canal through Rochester. He has made a report recommending the Middle or Bond route, passing through the city and across the river in the vicinity of Clarissa Street Bridge. The report is fraught with tremendous concern to the city. It points out the way to make use of the barge canal in a manner that will greatly promote the industrial and commercial development of the city and seeks to deal with the barge canal problems SO THAT THE CITY CAN PROGRESSIVELY ADAPT ITSELF TO FUTURE DEVELOPMENTS IN CONNECTION WITH THE CANAL.

It is important to consider the purposes with which the engineer was animated in his investigation in passing judgment upon his report. No Rochesterian can find fault with the broad position taken by him as shown n his preliminary declaration and in the extreme care with which his conclusions are worked out. Whatever difference of opinion may exist as to the practical utility of the barge canal, all will agree, he says, that the canal with its harbors should be so located as to best serve comm and industrial interests, IF THE CITY IS TO REALIZE THE GREAT-EST BENEFIT THROUGH ITS DEVELOPMENT AS A TRAFFIC ROUTE. "Railways everywhere seek the commercial and industrial core, he continues, "and no one should question the propriety in other means of transportation."

Again Mr. Cooley says significantly; "Every one will concede that the works should be so located and designed as to assist in the solution of rather than to accentuate local problems. Aside from their transportation value the works then become an integral factor in the commercial welfare, * * * IT WILL ALSO BE AGREED THAT THE PRESENT NEED SHOULD BE SERVED ALONG LINES THAT CAN DEVELOP PRO-GRESSIVELY TO THE CONDITIONS OF THE FUTURE."

Engineer Cooley unhesitatingly declares that the Middle Canal Route roposed by State Engineer Bond is altogether for the best interests of the city in both the present and the future development. The northern route e declares a heroic proposition.

He settles the important considerations relative to power and flood by declaring that the proposed pool crossings of the river on the south side need not prejudice power interests or increase danger of flood. Indeed he asserts that the power interests would be benefited and the danger of flood reduced by a crossing of the river in the manner recommended by him,

THE MOST IMPORTANT RECOMMENDATIONS

The most important recommendations of Mr. Cooley are: That the river be developed as a harbor between the state

dam near Genesee Valley Park and the Court street bridge. That the wide waters on the east side be reserved for harbor development.

That the canal west of the main line of the New York Central Railroad, and extending into Greece, be retained for the use of the shippers thereon as a west side spur until the future needs of the west side are more apparent.

That the old canal from the crossing of the main line of the Central railroad at Allen street on the west to Goodman street on the east be suppressed and the aqueduct removed.

According to the proposed Middle canal route the canal will enter the river from the west parallel with Brooks Avenue at Barton Street, near the old dam, striking the river partilel to the current, passing through the civer for about a mile, and issuing on the east side near Clarissa Street bridge, striking straight across the city east between Sanford and Gregory streets to the present canal way at Goodman Street. Of course there are objections by property owners to the cutting

through from Clarissa to Goodman Street, but Mr. Cooley says this seption can be artistically treated, and, the property in the vicinity not being of the highest class, he believes it may even largely appreciate in value, especially if harbor facilities develop about there.

Mr. Cooley's plans contemplate A NAVIGABLE RIVER HARBOR OF TWO MILES FOR THE CITY OF ROCHESTER CLOSE TO THE HEART OF THE CITY. It is sound waterway practice to utilize natural channels, he declares, and the city has expanded with the river as its core. It is proposed that the river harbor should substitute a fair dock line of masonry for unsightly river banks, solve the flood problem for the length of the harbor and improve the water power. The controll works of the harbor would be located immediately above Court Street bridge. The normal pool surface of the harbor would be 9.1 feet higher than the present Johnson & Seymour dam crest near Court Street, and the dock walls three feet higher than that.

DOCKAGE PLANS FOR RIVER BANKS

It is maintained that the dockage on the east side of the river can be developed at once. Mr. Cooley thinks it would be an ideal arrangement to have the Lehigh Valley railroad abandon its present route along the river and come in along the abandoned old canal route from Gor Street to the Feeder, coming into the city west of Pinnacle Hill. The rail road is largely upon state property under revocable lease.

The western river front does not lend itself readily to immediate treatment. It would be highly desirable, according to Mr. Cooley, to set Exchange Street back near Clarissa Street and move the Eric tracks back to make dockage room. This is a matter to be worked out gradually, says. There would be still another way of meeting such a need. If THERE WERE A UNION STATION IN ROCKESTER, BOTH THE LE-HIGH AND THE ERIE COULD HE REMOVED FROM THE RIVER SHORE. MAKING IDEAL HARBUR CONDITIONS. Following are some of the large advantages the Middle barge canal route

with its harbor basin will bring, according to Mr. Cooley While the proposed south route is three miles from the heart of the city by the river, one mile of which would be unavailable for traffic, the Middle route brings the navigability of the river for commercial purposes close to the heart of the city, and entering at the head of the dock territory and leaving near the middle, bringing the canal business into the middle of the city.

The 9.1 feet increase in the level of the river pool at the Johnson and Seymour dam, making the difference in river level at Court street and at the dam at Central avenue 28.6 feet, would greatly increase power possibilities above the Falls.

The present pond above the dam at Court street has an area of 40 acres. The new pool would set back to Scottsville with a probable area of 1,000 acres. This pond would be valuable not only to water power interests, but as a regulator of the canal feed eastward and would present opportunities for the pleasure seeker and sportsman.

The water for power could be taken through closed flumes beneath the surface, doing away with unsightly races.

Engineer Cooley has presented some great possibilities of the barge canal for the contemplation of Rychester people. If his plan of building the

conclusion reached was unanimous. We inseed our ordinance on the Philadelphia lay with the exception that our method of any taining the density of smoke different source what. In Philadelphia they use lesses untracted in English cities, and the card will cost only a nominal sum and may be owned by every anal into the city is carried out, the canal certainly would prove a great boon to the city, not only in Itself, but in its development of river facili-ties. It will not do to sneer at his recommendations because they assume that the barge canal can be of much greater general commercial benefit to the city in competition with the railroads than was the Eris ditch. It certainly will be of greater use than the Eris ditch and the city should make the most of it. Enning Tomes, June 10 or.

OVERTISER: THURSDA

COULD GIVE **EMPLOYMENT** TO HUNDREDS

Secretary Ives Besieged With Letters Concerning Labor Situation.

Coming of Cluett, Peabody & Co. Makes Lack of Skilled and Unskilled Labor Felt Keenly.

Two Capitalists Would Form Company to Build Houses for Workingmen -Property to be Had Cheap.

With the announcement of the coming of the Cluett, Peabody & Co. factory to Rochester and that they would need 1,000 employees the other large manufacturies in the city have come to a realization that labor, both skilled and unskilled. is going to be more scarce than ever and the result is that Secretary Ives of the Chamber of Commerce has been surfetted for the past few days with inquiries coning what is being done to relieve

the situation.
This morning Mr. Ives received a letter from one of the largest shoe manufacturers in the city stating that he finds it almost impossible to procure sufficient skilled labor and requesting that the hamber make efforts to induce workers from cities and towns of the state to move to Rochester. Similar letters have een received from the candy and cloth-

ng manufacturers,
"I have received applications from over two hundred persons desiring posi-tions with Cluett, Peabody & Co., "said Secretary Ives this morning, "but the trouble is that a large number of those who have made application are already employed with concerns now in the city and that is not what we want. It is not going to relieve the congestion any to have the help move from one concern t the other, but what we desire is to have those already employed in the city write to their friends throughout the state and tell them of the great commercial awak-ening which is now going on in Roches-ier and urge them to move to the city. I could give employment to 1,000 men, women and children to-day, "said Mr. Ives, "and in a short time to a large number more, as the Cluett, Peabody & Co. fac-

tory alone will require that number."

Mr. Ives stated that he was doing everything possible to induce labor to mos to the city and along this line he has written to several cities where fac-tories are about to shut down and of-fered inducements for the help to move

In a letter received to-day by Secre tary Ives from two prominent business men of the city, who requested that their names should not be used, they stated that they would like to be two of a com pany to be organized to buy land and erect houses for workmen that would rent from \$2 to \$3 a week. Mr. Ives said that if there were any business men in the city who considered this a good field for investment, and they would com-municate with him, he would put them

men who had written the letter.
"I consider there is a great field for such an enterprise," said Mr. Ives, "line there is not a city I know of in this state where property within the city limits can be bought so reasonably and that there is a demand for such bouses is vident from the fact that in spite of the large number which have been built dur-ing the past year, the great majority have been rented or sold before they were completed."

UNION AND ADVERTISER:

JUNE 16, 1905. TROY STRIKE INTERESTS

ROCHESTER

Chamber of Commerce Issues a Statement Concerning the Cluett, Peabody Co.'s Troubles.

Strikers Were Not Locked Out But Left of Their Own Accord and Without Giving Reason.

Offer to Take Strikers Back on Same Conditions They Enjoyed Before Strike Not Accepted.

The following statement was issued by the Chamber of Commerce this morn-

ing:
"As to the justification for the strike now existing in the collar factories of Troy a careful investigation has been made in view of the fact that one of the concerns, Cluett, Peabody & Co., has leased for a term of years the Kimball obacco factory in this city and will soon begin operations, and we have ascer-tained the following:
"For several years past starching ma-

nes have been in operation in the chires have been in operation in the Troy laundries, but not until a little more than a year ago were they introduced in the collar starching department of Cluett, Peabody & Co. It was found by experience that the use of the machines made the work of the starcher year graph less difficult and less laborivery much less difficult and less labori-ous. By the aid of the machines the starchers could do fully double the amount of work as when done solely by hand, and while the prices for work were less by the machines than by hand, the actual earnings of the starchers were not decreased, though the labor was

nich less. "Up to the time of the strike Cluett. Peabody & Co. were having their work done partly by hand and partly by ma-chine and the starchers who did the work wholly by the machines were earning sat isfactory wages. From the fact that they discontinued work without assign-ing any reason and that they left of their own accord would indicate that their course was not of their own choosing, but at the dictation of outside par-

"For about two months the collar laundry department of Cluett, Peabody & Co., at Troy, has been closed, no efort having been made to introduce othe archers, and for four or five weeks past other manufacturers who are members of the Collar and Shirt Manufacturers' Association have also been closed. Dur-ing that time constant efforts have been made to interfere with the conduct of he business, violence having been resorted to and repeated threats made, and as a consequence the laundry work of the different manufacturers has been sent various cities, where it is now being one: In some instances temporarily, but

As a rule the relations existing be tween employers and employees in the been satisfactory, and where strikes have ccurred they have usually been due to fforts made outside. So far as Cluett, Peabody & Co. are concerned, we learn that their employees have always been treated with consideration, the work has been steady, and the wages carned satis-

" It would seem from facts given that the striking starchers were not locked out, but left of their own accord, and without assigning a reason for their ac-tion, and since the strike began the manufacturers have offered to take the strikions that existed when they went out,

THE POST EXPRESS: FRIDAY, JUNE 16, 1905.

INVESTIGATE STRIKE

Chamber of Commerce Reports on Cluett, Peabody and Co. Trouble.

Introduction of Starching Machine Did Not Lesson Actual Earnings of Employees Who Walked OutNo-Lockout Was Declared.

John M. Ives, secretary of the Cham ber of Commerce, gave out the following interview this morning:

"As to the justification for the strike now existing in the collar factories of Troy, a careful investigation has been made in view of the fact that one of the concerns, Cluctt, Peabody & Co., has leased for a term of years the Kimball tobacco factory in this city and will soon begin operations, and we have ascertained the following:

"For several years past starching ma-chines have been in operation in the Troy laundries, but not until a year ago were they introduced in the collar starching department of Cluett, Pea-body & Co. It was found by experience that the use of the machines made the work of the starchers very much less difficult and less laborious. By the aid of the machines the starchers could do f the machines the starchers could fully double the amount of work as when done solely by hand and while the prices for work was less by the mahines than by hand, the actual carr ings of the starchers were not de-creased, though the labor was less. "Up to the time of the strike, Cluett, Pendy & Co., were having their work de sartly by hand and partly by machine at he starchers who did the work wholly i nachine were earning satisfactory wage The fact that they discontinued work wit nt assigning any reason and that they lef I their own accord would indicate tha helr course was not of their own choosing

"For shout two months the collar laundry lepartment of Chieft, Peabody & Co., a Froy has been closed, no effort baving beer or four or five weeks past the collar lau ry departments of the other manufacture he are members of the collar and Shir Manufacturers' association have also been losed. During this time constant efforts save been made to interfere with the bust ness, violence having been resorted and repeated threats made, and a consequence the faundry work the different manufacturers has been gent to various cities, where it is no

ut at the dictation of outside parties.

"As a rule, the relations existing between mployers and employees in the shirt an ollar industry in Troy have been satis actory and where strikes have occurre they have usually been due to efforts mad tside. So far as Cluett, Peabody & C re concerned we learn that their en ployees have always been treated with consideration, the work has been steady and the wages carned satisfactory.

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THE EVENING TIMES, FRIDAY, JUNE 16,

FOR THE CLUETT CO.

Statement by Chamber of Commerce on Troy Girls' Strike.

SAY THE FIRM WAS FAIR

In answer to the statements by the ommittee of the Troy Starchers' Union now in this city, the Chamber of Commerce this morning, through Secretary Ives, authorized the following state ment relative to the manufacturers' side of the Troy strike;

As to the justification for the strike now existing in the collar factories of Troy, a careful investigation has been made in view of the fact that one of the concerns, Cluett, Peabody & Co., has leased for a term of years the Kimba Tobacco factory in this city and will soon begin operations and we have as-certained the following:

"For several years past starching machines have been in operation in the Troy laundries but not until a year ago were they introduced in the collar starching department of Clust, Peathat the use of the machines made work of the starchers very much diffi-cult and less laborious. By the use of the machines the starchers could do rully double the amount of work nawhen done solely by hand; and where the price for work was less by the machines than by hand, the actual carnings of the starchers were not decreased, though the leaves he machines the st cased, though the labor was much

less.
"Up to the time of the strike Cluett,
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MOLENCE BY GIRLS ALLEGED. "For about two months the collar laundry department of Cinett, Peabody & Co. at Troy has been closed, no effort baving been made to introduce other starchers, and for four or five weeks past the collar laundry departments of the other manufacturers who are mem-bers of the Collar and Shirt Manufacturers' Association have also been closed. During this time constant efforts have been made to interfere with the conduct of the business, violence having been resorted to and depeated threats made, and as a consequence the laundry work of the different manufacturers has been sent to various cities, where it is now being done; in some instances temporarily, but in others

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PERMANENT ARRANGEMENT

The permanent arrangements referred to in the statement have been made at the Kelso laundry on State Street, where a large and complete plant has been instelled to do the work of Cluett. Peabody & Co. It is said that this aux-liary plant has a capacity for starchug 20,000 dozens of collars or ouffs daily. This laundry is controlled by the

A large part of the Cluett, Peabody work is now being done at the Star Palace laundry. This is the largest in the city and has heretofore done a arge amount of manufactur The wages paid starchers in this city vary from \$7.50 to \$9. The girls are paid by the week.

The laundry owners of Rochester are organized and only a few small launries are outside of the combination. Prices on some laundry work has been slightly raised, but it is said only in cases where the proprietors were losing money on the old prices,

LOCAL UNION LAUNDRY.

Since the agitation has come up in this city over the Troy strike, one laundryman, who has a large plant, has been approached by Rochester cap-italists who made him an effer for his place and stated that they intended to start a strictly union laundry. The parties stated that they would organ-ize a laundry workers' union. The pro-prietor was willing to sell if he could

get his price.
Whether a union of starchers or laundry workers will be organized here remains to be seen. There has not been one here in many yars.

STATEMENT ON STRIKE IN TROY

BY SECRETARY IVES, OF CHAMBER OF COMMERCE.

INVESTIGATION WAS MADE

Starchers Left of Their Own Accord, Statement Says, Probably Due to Outside Influence-Offer to Take Back Strikers on Old Conditions

The following statement was given out yesterday by Secretary John M. Ives, of the Chamber of Commerce:

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& Co.

WORK ON KIMBALL FACTORY

Troy Starchers Union Will Picket

Kimball Building When Cluett

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Cluett. Peabody & Company's factory to be opened here, about 400 names were listed with Secretary Ives before he left for Canada Saturday. The list is growing alowly. This number is only a fraction of the total number desired by the Troy collar company. It is feared by some interested in the success of the soilar company that sufficient help can not be secured in and about Rochester to start the facory as was intended.

It is believed that the entire country will have to be scoured for non-union employes if the Kimbail Building on Court Street is ever filled with workers on the conditions required now by the firm. Men are now at work in the Kimbail building preparing for the combine of Cluett & Company.

WILL PICKET KIMBALL, BUILDING.

WILL PICKET KIMBALL BUILDING.

engineer, has given the city in regard to developing a river harbor here in Chamber of Commerce Makes Slow Headway For Cluett

connection with the new canal. Can it really be that such opposition is rooted in solicitude for railroad interests? When the people of the State decided by vote in favor of the building of

a barge canal and the disappointment of its well-meaning local opponents wore off, it was decided that Rochester should make the most of the new canal. The advice of the eminent ergineer, Mr. Cooley-no better could be obtained-was sought. He has made a report fraught with great possibilities for the city. He based his investigation of the situation broadly commercial resources and the future needs of the city. Two of the newspapers of this city have flouted Mr. Cooley's suggestions WHOLLY WITHOUT A SINCERE AND INTELLIGENT CONSIDERATION OF HIS FINDINGS AND DEDUCTIONS.

For instance, the Post Express says relative to the making of dock facilities on the east side of the river: "This is indeed a gigantic scheme. On the east the feeder would have to be abandoned, streets would have to be shifted, an immense amount of filling in would be required, and the Lehigh Valley Railroad would be compelled to change its terminals," Now this is either deliberate misrepresentation or most reckless exaggeration. The abandoning of the feeder amounts to nothing; the filling-in incident to Mr. Cooley's plans would not be a great job; it is proposed by him to shift one street above Clarissa Street, namely, Wolcott Street, which

discourage a liberal expenditure by the State in developing a river harbor, so as to provide canal conveniences for the city. As Mr. Cooley points out, the city would be foolish not to make the most of the barge canal opportunities. It is monstrous that so baid an effort to minimize barge canal competition with the railroads should be made in Rochester in total disregard of the general welfare of the community. June 20 -

STATE'S LARGEST CONTRACT IS BEGUN The shed will cover the two tracks and the space on the sides for a distance of about 400 feet. In the rear of the station there will also be a covering.

The \$100,000,000 barge canal was formally begun yesterday in the town of Greece, a short distance west of the city. A dozen men and teamsters, one of the firm of Candella Brothers, contractors, and R. W. Keith resident engineer, were present. The first ground was broken on the farm of George Payne, on the Big Ridge Rand.

JUNE 21, 1905.

The first ground was proken on the farm of the general south of the six-mile bridge.

The section under way is 1,600 feet long and is known as contract No. 6. The work will all be on the Payne farm, except 200 feet on that of the George Richardson estate. A tenant house will have to be moved. The state pays for the house, which is being used by the contractors. There are about half a dozen

F. A. Maselli of Pittsburg, who has his office here while doing contract No. 5, is out of the city this week. His machinery for excavating is on the road from Chicago and Pittsburg and will be in use within ten days.

This work is the beginning of the largest contract ever undertaken by this. and probably, by any other state.

TUESDAY. JUNE 20, 1905

rallroad station.

railroad station.

To the east of the station there will be an asphalt court 70 by 80 feet. Back of the southeast corner of this there is to be an express building 27 by 50 feet and one story in height. This building is to be built of brick at a cost of 88,000 to \$10,000. The fence in front of the proposed station and court for a distance of about 117 feet will be removed. The entrance to the driveway will be about thirty feet wide and will lead into the court.

There will be a covered entrance running from the street along the east side of the station to the tracks. The space between the station and express building will also be protected by a shed. The trainshed is to be of elaborate design. The shed will cover the two tracks and the space on the sides for a distance of

BUYS LAND FOR IMMENSE PLANT

GERMAN-AMERICAN BUT. TON COMPANY'S PLAN.

TO BRING MANY MEN HERE

was practically agreed at the last na-tion convention that Mr. Clark should-be honored by election as president of the national association this year if the New York state society would. be honored by election as president of the national association this year if the New York state society would consent to relieve him from the cares of office at this time. At the convention yesterday the state association reluctantly consented to do this.

One of the important matters considered at the convention yesterday, was the adoption of the code of ethics first promulgated by the Rochester society. These set forth that every member should feel it a duty to advance the interests of the state society; that an optometrist can best show his loyalty by his personal conduct and the character of his professional work; that unkind criticism of other optometrists should be avoided as unwise and improfessional; that the confidence shown by a patient in an optometrist should never be abused, no exaggeration of a patient's visual imperfections being made to influence a sale cases that in any way indicate the und of medical treatment should be referred to the family physician or a compenion of the profession of a patient's visual imperfections designed the care of the eyes and the causes and danger defective vision and eye-strain; he would raise the standard of competency and do all in his power to secure legislative recognition of the practice of optometry, being vigilant to know the content of optometry, being vigilant to content of optometry, being vigilant to know the content of optometry, being vigilant to know the content of the practice of optometry, being vigilant to content of the practice of optometry, being vigilant to content of the practice of optometry, being vigilant to content of the practice of optometry, being vigilant to content of the practice of optometry.

to do this.

The next president of the national society will be a Rochester man. After serving four terms as president of the state society, B. B. Clark a prominent optometrist of this city, declined reclection at the convention yesterday. It was practically agreed at the last man

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ign in Street Coars.

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ber of Commerce,

Rochester, N. Y.

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the striking starchers were not locked of but left of their own accord and with assigning a reason for their action, and since the strike began the manufacturers have offered to take the striking starchers back on the same conditions that existed out, but they have not re when they went out, but they turned." Democrat

Petty Criticism of Mr. Cooley's Report

It is ridiculous that the Post Express should petulantly find fault with Engineer Cooley's recommendations relative to the building of the barge canal in Rochester simply because he assumes that the barge canal will be of large commercial advantage to Rochester if the city shall avail itself of all the opportunities it presents. It ought to have been enough that, when the vote in favor of the enlarged canal was announced, the Post, in partisan disgust, should have favored throwing the canal far without the city, becoming reasonable only when the Mayor and some of the leading business men of the city came forward and declared that the city must get all it could out of the new waterway.

"Mr. Cooley has proposed a plan far more elaborate than Rochester's relations to the barge canal justifies," says the Post. "He has vastly overestimated Rochester's interest commercially in the barge canal." "How can it be expected that the State will embark upon any such expensive project for Rochester's benefit?" How considerate for Rochester!

Mr. Cooley is one of the most eminent engineers in the country. He has given the New York canal situation careful study on more than one occasion. He knows his ground thoroughly in this case. The fact that he sees a chance of vastly improving Rochester's commercial facilities and industrial prosperity in connection with the barge canal's contact with the city ought to be given temperate consideration at least. His report seems traught with great consequence for the city. It doesn't show very strong home interest to notify the State that Rochester threatens to ask too much of an expenditure in connection with its barge canal connections. Such an attitude tends to indicate that barge canal competition with the railroads is wanted under no consideration.—The June 1 Hard March 1907

New Smoke Ordinance Satisfactory.

The new smoke ordinance ought to abate the smoke nulsance in Rochester, if properly enforced. And it is designed to make it possible for any citizen without trouble to bring attention to its violation. Under its liberal restrictions most of the smoke nuisance offenders of today will no doubt install smoke-consuming devices without delay, so that, although the ordinance will not go into effect for a year, conditions will be vastly

President Rogers of the Chamber of Commerce, who has thoroughly Investigated the smoke evil and the remedies, and who at first favored a stricter ordinance, is satisfied that the compromise ordinance will satisfy the need, if properly enforced. Rechester has a vigilant and progressive health department that has long urged an effective smoke ordinance. There is little doubt that it will see to the enf whose observance will abate the smoke nuisance.

Let the Common Council pass the new ordinance at once.

Chamber of Commerce Makes Slow

Headway For Cluett

& Co.

WORK ON KIMBALL FACTORY

Troy Starchers Union Will Picket

Kimball Building When Cluett

Firm Opens.

June 19. Junes

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It is believed that the entire country will have to be scoured for non-union employees if the Kinhall Building on Court Street is ever filled with workers on the conditions required now by the firm. Men are now at work in the Kinhall building preparing for the coming of Cuett & Company.

WILL PICKET KIMBALL BUILDING.

of Cluett & Company.
WILL PICKET KIMBALL BUILDING.

Should the factory be opened a strong force of girl pickets, representing the Tro-Starchers' Union, 1, will be on the groun-

Starchers' Union, I, will be on the ground to argue with those who go to work, to the end that they stand out for the wages paid by Troy firms outside of Chett, Peabody & Company.

The committee of the Troy Starchers' Union now here is receiving assistance from the Central Trades Council and a representatives of that body will today begin visiting the various laundries to

astonishing in view of the advice Lyman E. Cooley, the eminent Chicago engineer, has given the city in regard to developing a river harbor here in connection with the new canal. Can it really be that such opposition is rooted in solicitude for railroad interests?

When the people of the State decided by vote in favor of the building of a barge canal and the disappointment of its well-meaning local opponents wore off, it was decided that Rochester should make the most of the new canal. The advice of the eminent ergineer, Mr. Cooley-no better could be obtained-was sought. He has made a report fraught with great possibilities for the city. He based his investigation of the situation broadly upon the greatest possibilities in the present development of the city's commercial resources and the future needs of the city. Two of the newspapers of this city have flouted Mr. Cooley's suggestions WHOLLY WITHOUT A SINCERE AND INTELLIGENT CONSIDERATION OF HIS FINDINGS AND DEDUCTIONS.

For instance, the Post Express says relative to the making of dock facilities on the east side of the river: "This is indeed a gigantic scheme. On the east the feeder would have to be abandoned, streets would have to be shifted, an immense amount of filling in would be required, and the Lehigh Valley Railroad would be compelled to change its terminals." Now this is either deliberate misrepresentation or most reckless exaggeration. The abandoning of the feeder amounts to nothing; the filling-in incident to Mr. Coolcy's plans would not be a great job; it is proposed by him to shift one street above Clarissa Street, namely, Wolcott Street, which would involve no great problem; it would NOT be required to change the terminals of the Lehigh railroad. As to the Lehigh, Mr. Cooley simply SUGGESTED that the changing of its route into the city to the abandoned canal line would bring about IDEAL dockage facilities on the cast side of the river. He stated that the present Lehigh lease was revocable. Some day, no doubt, both the Lehigh and Eric will be asked to come into a Central station in Rochester, which would take them away from the

The only thing gigantic in connection with Mr. Cooley's recommendations is the exaggeration of the Post Express in seeking to discredit him.

DISCOURTEOUS CRITICISM OF MR. COOLEY

The Democrat and Chronicle, after ignoring Mr. Cooley's interesting report for a week, gives it but flippant consideration. It says that if the State officials are not appalled by the Cooley plan they ought to be fascinated by the McClintock proposition, the Northern Route with a great aqueduct over the river. "If Mr. McClintock's ideas are large," says the Democrat and Chronicle, "Mr. Cooley's may be described as gigantic." "Gleantic" is the same term used by the Post Express.

Now Mr. Cooley in his report passes carefully upon the McClintock proposition, the porth route. He says:

The proposed crossing of the Genesee gorge is truly HEROIC. It involves a monumental structure in steel which CANNOI BE REGARDED AS HAVING A PERMANENT LIFE. The Northern Route would be justified if there was NO ALTERNATIVE. The relative advantages of this location are not manifest-

Mr. Cooley is conceded even by his local newspaper critics to be one of the most eminent engineers in the country. He was chosen to give an opinion as to the best connection to be made by Rochester with the barge canal because he is thoroughly familiar with the canal situation here, having been born near Rochester and having thoroughly investigated the canals of the state in an official capacity. THE INSINCERE AND DIS-TORTING TREATMENT HIS REPORT HAS RECEIVED FROM LO-CAL NEWSPAPER CRITICS IS NOTHING LESS THAN INSULTING

FINE LOYALTY TO HOME INTEREST

"No doubt it would be a fine thing for the city of Rochester if the state of New York would expend several millions of dollars in improving the navigation of the Genesec River," says the Post Express. And then it proceeds, even to the point of gross misrepresentation, to try to dissuade the state from accepting Mr. Cooley's report on the ground that it asks too much for Rochester! Intense loyalty to home interests is this, isn't it! To the Democrat there is no possible good in the canal. Here is the final word: "The usefulness of the canal to Rochester need not be taken into

Mr. Cooley as a broadly intelligent man considers this canal project in ALL of its aspects. He thinks the development of the harbor he proposes should be acceptable to the state, "What benefits Rochester most, is of the greatest interest to the state," he says, "for the common welfare is the aggregate of the local and individual good," . The South Park crossing of the river, he declares, would be vexatious to navigators. Surely the state should seriously consider such a condition.

Mr. Cooley is no dreamer. He solved the great Chicago drainage canal problem, one of 'he most gigantic, successful and practical engineering feats ever accomplished in the country. Yet he is ridiculed glibly by some of the local newspapers without being accorded the simple respect of an accurate presentation of his conclusions

"Whatever difference of opinion may exist as to the practical utility of the barge canal," he says, "all will agree that the canal with its harbor should be so located as to best serve commercial and industrial interests." And with noteworthy foresight he observes further: "The present need should be served along lines that can develop progressively to the CON-DITIONS OF THE FUTURE."

The business men of Rochester interested in the subject of

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river harbor, so as to provide canal conveniences for the city. As Mr. Cooley points out, the city would be foolish not to make the most of the barge canal opportunities. It is monstrous that so bald an effort to minimize barge canal competition with the railroads should be made in Rochester in total disregard of the general welfare of the community. June 20 -

STATE'S LARGEST CONTRACT IS BEGUN

The \$100,000,000 barge canal was formally begun yesterday in the town of Greece, a short distance west of the city. A dozen men and teamsters, one of the firm of Centractors, and R. W. Keith, resident engineer, were present. Cendella Brothers, contractors, and R. W. Keith, resident engineer, were present. The first ground was broken on the farm of George Payne, on the Big Ridge Read. The section under way is 1,000 feet long and is known as contract No. 5. The Work will all be on the Payne farm, except 200 feet on that of the George Richard.

work will all be on the Payne farm, except 200 feet on that of the George Richardson estate. A tenant house will have to be moved. The state pays for the house, which is being used by the contractors. There are about half a dozen

more in the contract.

F. A. Maselli of Pittsburg, who has his office here while doing contract No. 6.
Is out of the city this week. His machinery for excavating is on the road from Chicago and Pittsburg and will be in use within ten days.

This work is the beginning of the largest contract ever undertaken by this,

TUESDAY. JUNE 20, 1905.

LEHIGH STATION **BUILDERS HERE**

CONTRACTORS AND RAIL. ROAD MEN AT THE SITE.

TO BEGIN WORK AT ONCE

Contract Let to F. D. Hyde, of New York, for \$117,000-This Includes Cost of Station, Express Building, Large Court, and Steel Bridge

Contractors and representatives of the terday on the site of the proposed pas-senger station, express building and court south of the east end of the Court street bridge. The heavy stone piers were buil there years ago, at an expense of more than \$40,000. Just as they were finished the management of the Lehigh changed hands and the idea of a new station for Rochester was abandoned for the time being. Since then there have been name us reports that the station was to be

ous reports that the station was to be built, but not until recently was anything authoritative heard.

All the permits have been granted, and yesterday W. K. MacFarlin, who represents F. D. Hyde, the contractor who has taken the work, said that stone cuters, bricklayers and concrete men will be gin work to morrow or Thursday. The contract was let to Mr. Hyde for \$117,-000. With Mr. MacFarlin yesterday were Bridge Engineer F. E. Schall, of New Bethlehem, Pa., and Division Engineer J. Vander Houek, of Buffalo, both of the Lehigh. They said that the station to be built will be even better than the one planned some years ago, the difference being that there are to be only two tracks entering the station instead of four, the number the old plans provided for.

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All Abutments to be Used. W. K. MacFarlin will have charge of MacFarlin vesterday let contracts fo building materials. All of the \$40,00 worth of abutments will be utilized. There is need of alterations in some of these, and this will be the first work done. The steel girders for the foundations are ex-pected to be here by July 15th. These are to be hauled by way of South avenue

Work on the steel bridge that will support the trucks running from the Lehigh freight house to the new station will not be begun in at least two months, owing to the fact that the American Bridge Com-pany canno deliver the steel before that time. Mr. MacFarlin told a Democrat and Chronicle reporter yesterday that the station, court and express building prob ably will be nearly finished before the bridge for the tracks is more than started. The bridge when completed will sup-port the extension of the present tracks, just east of the Lehigh freight house, to

and Court street from the present Lehigh

press building. Station of Buff Brick.

the court between the new station and ex-

The station alone will cost about \$60,-000. It is to be of pressed brick of mottled buff. The station will have a frontage of sixty-one feet on Court street and a depth of fifty-one feet. The west end will be set back two feet, and the east end twelve feet from the Court street bridge. The station will be supported on steel girders resting on the stone pier Beneath the building will be a basement hung from the piers with steel cables and girders. The basement will be used for bollers, coal bins and the like. The station will be of one story. In the station there will be a general waiting room office and all the equipment of a modern

To the east of the station there will be an asphalt court 70 by 80 feet. Back of the southeast corner of this there is to be an express building 27 by 50 feet and one story in height. This building is to be built of brick at a cost of \$8,000 to \$10,000. The fence in front of the sed station and court for a distance of about 117 feet will be removed. The entrance to the driveway will be about thirty feet wide and will lead into the

nity was who have applied are unabilled laborare!

There will be a covered entrance run ning from the street along the east side of the station to the tracks. The space between the station and express building will also be protected by a shed. The trainshed is to be of elaborate design. The shed will cover the two tracks and the space on the sides for a distance of about 400 feet. In the rear of the station there will also be a covering.

IMMENSE PLANT

GERMAN-AMERICAN BUT TON COMPANY'S PLAN.

TO BRING MANY MEN HERE

Novel Features Planned in Connection with Consolidation of Several of Corporation's Factories on Union Street-To Occupy 8 Acres

A lusiness deal of considerable importance culminated yesterday in the transfer of eight acres of land, comprising the north half of the old Champney tract on North Union street, to the German-American Button Company, which purposes to erect tehron a rant that will include the fac-tories operated by the firm in this city and Newark, N. J.

The transfer is made by Hiram W. Sib-

ley and Honart F. Atkinson. The con-sideration is not given in the deed. The button company will at once begin upon the work of changing the lines of Augusta, Alexander and Prince streets in the in

Alexander and Prince streets in the immediate vicinity of the purchase, in accordance with the permission recently granted by the municipal authorities.

The Augusta street extension from North Union street to Prince street will be torn up in course of time and as a consideration for the city's closing of the street the company will extend Lewis street across Prince street to the rear line of the site for the new armory. The Lewis street extension will thus form an enstreet extension will thus form an en-trance to the parade ground at the armory. The plan for this end was first exploited by Henry T. Noyes, Jr., secretary of the button company, at the time last April when he received an option upon the lands

rehased on yesterday. The four buildings which will form the new plant will be on the same general architectural lines and will be built facing the new street. Mr. Noyes has spent considerable time in some of the largest and most modern factories in the country, and advantageous points of many of these will be embodied in the new buildings.

A landscape gardener will be employed to see to the embellishment of the grounds.

The grounds will be beautified to the highest degree as consistent with factory

In addition to the street given to the city. from Union to Prince, a place of property ex-tending eastward from Prince street 4 x135 feet, has been dedicated to the city, to be used as an entrance to the parade grounds and park which the city is to lay out in consection with the new Armory.

The Sewartz and Frank button companies, purchased by Mr. Noyes within the last two or three years, will probably not be ferred to the Rochester plant until late next

NATIONALGATHERING Post Express 6/21 Optometrists from All Sections of

the Country to Come Here.

Rochester Man to Be Chosen President of the National Association at the Convention in Minneapolis in August-Code of Ethics.

Steps were taken at the convention of the Opticaly Society of the State of New York, held here yesterday, that will result, it is expected, in Rochester being selecetd as the place of meeting of the national convention in August of next year. The convention will bring a thoulelegates to the city. For several years the annual gathering of the na-tional association has been held in West crn citeis. Because of this, it will be conceded at the convention in Minnea-polis next August that the East is ontitled to the '06 convention. The co ventions of the state society in this city have always been so successful and prof-ttable that there will be no opposition to tochester having the national meeti if it makes a demand for it. E. E. Ar rington, chairman of the legislative con mittee of the state association, told Post Express reporter this morning the

to do this. The next president of the natio clety will be a Rochester man. After serving four terms as president of the state society, B. B. Clark, a prewas practically agreed at the last pa-

DEN TENDE

tion convention that Mr. Clark should be honored by election as president of the national association this year if the New York state society would consent to relieve him from the cares of office at this time. At the convention yester-day the state association reluctantly consented to do this. One of the important matters considered at the convention yesterday, was the adoption of the code of ethics first pro-

adoption of the code of ethics first pro-mulgated by the Rochester society. These set forth that every member should feel it a duty to advance the in-terests of the state society: that an op-tometrist can best show his loyalty by his personal conduct and the character of his professional work; that unkind criticism of other optometrists should be avoided as unwise and unprofessional; that the confidence shown by a patient hat the confidence shown by a patient an optometrist should never be abused, o exaggeration of a patient's visual imperfections being made to influence a sale cases that in any way indicate the sale cases that in any way indicate the nod of medical treatment should be referred to the family physician or a compenion to culist; an optometrist should be diligent in enlightening the public regarding the care of the eyes and the causes and danger defective vision and eye-strain; he would raise the standard of competency and do all in his power to secure legislative recognition of the practice of optometry, being vigilant to keep it effective and beneficial.

The officers elected are: President, W W. Bissell, of Rochest r; vice-president, LeRoy Ryor, New York, secretary, Roger Williams, Buffalo, 1s-elected; treasury, E. Robbins, Elmira re-elected. Executive committee, chair a, H. C. Watts, Syracuse; E. V. Syeer Buffalo; C. E. Shepard, Penn Yan; F. Elmer, Hudson; George Bausch, Rot. ; A. M. Kenny, icorge Bausch, Roc ; A. M. Kenny, itte. E. E. Arragton, A. Jay Cross B. Clark, Alexander Martin, S. Stern of Alagston, and C. F Prentice, of New York.

The annual bonnuct was held last night at the Rochester club. No toasts were given, but following the dinner Professor J. Ernest Woodland, of the Mechanics In-stitute, gave a scientifi lecture.

P. E. 6- '- 00 SCONE AL ERTH.

Interesting Sketch ... New Scotland Industric Souvenir.

From Yesterd a Last Edition. In the 1905 editio f Scotland,s Indus-trial Souvenir, received by parcel's post at the Chamber of Commerce, is an in-teresting article on Scone, the ancient capital of the kingdom, and Perth, in close proximity to it, that all through the Middle Ages was the center of trade and activity in Scotland. The material was specially contributed by James

'Of the Scone of those old days," says Mr. Bridges, "nothing now remains; the place where the kings were crowned, and the houses where the people dwelt, all have gone. The palace and the abbey were destroyed at the Reformation afterward a new palace was built, which in turn gave place to the present palace—the seat of t) Earl of Mans-

The origin of Perth and Scone are lost in the mists of antiquity. Perth is believer to have been a station of the Romans when Agricola conducted his expedition to the north against the Cal-edonians. It has existed as a center of population ever since. "When it comes into historic view, he /aver," continues consolidated into one kingdom, and Scope became the capital, Perth, because of its proximity to the court, at-tained importance, and from its unique situation on the Tay, ecame the distributing place for the commerce kingdom. Scone declined, and P through the centuries that go name of the Middle Ages, prost ing a center of trade and commitivity to an extent that brou the couplet which Camden has in his 'Britannia:

The wealth of that city suj

kingdom.'"
"Not so now, however. Fro) the second city in Scotland, I me the eighth. Except its situ: has had no advantages for ino. progress—no coal, nor iron, nor na resources, which have made towns Lanarshire and other counties, W had no existence, when Perth was plying the kingdom with wealth. I therefore be readily understood th its long existence it must have enced many vicissitudes in trade, industries have become extinct have taken their place, and I has still increased in population that has been slow. At present largest seat of the dyeing ind the world. It is the largest ea the sale of catile, sheep and i Scotland. The products of the its one linen factory have a mail quarters of the world. With years great civic improvement i made, new streets have been or and old houses cleared away so that the city has quite the apbeing modern. At present larg

A Move for Lower Rentals

Members of the Chamber of Commerce, as individuals, realizing the de-

mand in Rochester for more houses and more moderate rentals, have

practically agreed to unite in aiding the construction of houses for work-

mon, either for sale or rent. No company will be formed, but the aid will

be furnished through the Chamber of Commerce as desired. The object of

this movement is to induce workingmen to come to Rochester and there-

Secretary Ives, on behalf of the Chamber of Commerce, has been author-

ized to make public the offer that any manufacturer who wished to make

application for workmen's houses or any workingman who wished to arous

a house, either for rental or purchase, could be accommodated by apply-

can buy, can, by applying to Socretary Ives, obtain the necessary funds

for the purchase of a lot and the erection of the house. The transaction

is one purely of business, and not of charity. The Chamber of Commerce

simply acts as the agency in bringing, the parties together. The pur-

chaser must be able to make a small payment down on the property be-

fore he obtains the title and to carry out his contracts on a business.

If a workman desires to rent a house of a certain value, giving evidence

that he is responsible and will take a least of the house on completion.

a house will be erected at the price and in the location he desires. If any

manufacturer wishes to aid his employes to obtain houses for purchase or

rental on a business basis, all the houses he desires will be erected for him

Secretary Ives states that he has ample backing offered him by mem-

bers of the Chamber of Commerce to carry out all these building projects and to meet any demand, however large. The business will be done in the

name of the Chamber of Commerce, but no company will be formed, as

each transaction will stand by itself, a matter of husiness deal between

purchaser or renter on one side and the man who furnishes the building

Here is a movement for the development of Roohester that deserves

the most hearty reception at the hands of empitalists and warm support fromingmen. It has been apparent for the past year that the city was

suffering along fadustrial lines by lack of inducements to workingmen to inerte here. If the plan proposed succeds, and it ought to succeed, its good effects will be in evidence as early as January. The fund 930/00.

Any workhain who wishes to have a house erected for him which he

ing directly to Secretary Ives,

capital on the other side.

ecretary Ives Has Already Made Ar-

rangements to Build Several Houses

As a result of the meeting of businessien, held at the Chamber of Commercian

nouncement that arrangements has been made whereby (splital would be supplied in order to assist working men who are stready here or come here with some of the large concerns that are about to move to the city, in building houses, either for

sale or for rent. Secretary Ives said this morning that he had a ready received sev-eral applications and that arrangements had been made to build several houses which

will be sold to the parties upon their com-

pletion. When a responsible party wishes

a house built and wishes to buy it, he has

a noise out and wishes to buy it. he has to pay one-fifth of the value of the house and land as a guarantee of good faith, and the rest is to be paid in semii installiments much the same as rent. In case a man wishes a house built to rent and not to buy

a similar arrangement can be made by applying to Mr. Ives but some guarantee of good faith has to be given.

Mr. Ives said that some people had gained a wrong impression of the scheme and thought that the Chamber would purchase

a piece of property anywhere in the city and build them a house on that property. As a matter of fact the houses will only be

has a matter of fact the houses will only the built on certain pleces of land but build-ing them in such large numbers they can be erected at a cost much less than an in-dividual could do the same thing, and in addition the capital is furnished and only

easy payments required.

RIVER HARBOR FOR CANAL HAS GENERAL APPROVAL

DEN TO OF

of further improvement are at hand—the electrification of tramway systems, additional hospitals and a new city hall, involving expenditures of many hundred of thousands of pounds."

The souvenir contains descriptions of the trade and industries of Edinburg, Glasgow, Aberdeen, Dundee, Galoshiels, Dunfirmline, Lieth, Dorviel, Metherwell, Airdrie, Kilmarnock, Coatbridge, Paisley, Prestonpars. Clyde navigation, the tube industry of Coatsbridge, the fish industry of Aberdeen, the best route to the land of Burns, trawling and fish curing, the woolen industry of Galoshiels. ing, the woolen industry of Galoshiels, coal, Scotch whisky, the salmon fisheries of Aberdeen, insurance banking in Scotland, motoring, the textile industry of Dunfirmline, the linoleum industry of Kirkcaldy, the malleable iron industry and angling, are given special consider

The volume is a large one, but by the English parcels post it cost but 1 shill-ing and 4 pence to send it all the way from Edinburg to Rochester.

D. Meeting of House Builders. 905. The call for a meeting to be held this afternoon in the Chamber of Commerce rooms reads as follows: "Owing to the necessity of having more houses for working people in Rochester, and the fact that several of our business men are willing as the control of the comments of the control of the comments are willing as the control of the con to form a company to erect same, a meeting is called for Wednesday, June 28th, at 4 P. M. to consider the best and quickest way to meet the present shortage."

CHAMBER OF COMMERCE Signs Asking for Help Placed in Street Cars-Meeting of Business Men

This Afternoon. Secretary Ives of the Chamber of Com-merce has had the following signs placed in the street cars in an endeavor to relieve the labor situation in this city: "Help! Rochester is short of workmen and women. Write your friends in other cities. Good pay, permanent positions for all classes. Address Chamber of Commerce." The scarcity of labor has reached a stage where the coming of such new factories as Cluett. Peabody & Co. will make the situation critical and this is only one of the means which the Chamber is using to relieve the

Along the same line there was a meeting ". business men this afternoon to consider the advisability of building some houses for worsing men which will cent for from anywhere from \$2.50 to \$3 per week. Postal fifty business men by the Chamber.

TO DEAL WITH HELP AND HOUSING PROBLEM Post Express - 6/28-Meeting of Men of Affairs at Chamber of Commerce Which May Result in Company Being Formed.

"Help! Rochester is short of workmen and women. Write your friends in othe cities. Good paying permanent positions for all classes of workers. Address Chamber of Commerce, Rochester, N. Y.

The above is an appeal sent out by Secretary Ives of the Chamber of Com-merce this morning and which before night will be prominently displayed on printed cards in all street cars. The chamber has been urged to this action by the need of a thousand employees to man the Cluett, Peabody & company collar factory soan to be opened here and by petitions for help sent in to Secre-tary Ives by the larger trade organization of the city, notably the Rochester Clothing Exchange and the Rochester Boot and Shoe Manufacturers' associa-

Between four and five hundred petitions have already been sent in to Secre-tary Ives by persons who desire employment in the new collar factory but the great bulk of these come from persons

who are already employed.

Intimately connected with the existing searcity of help problem, is the housing

Of late Secretary Ives of the Chamber has received many communications from men of financial standing who have urged the advisability of forming a company to meet the demands of the incoming stream of workers. Despite the increased cost of labor and building mater lal that has had so much to do with the ber that such a building enterprise would

profitable. Ives has sent out letter to 150 men of affairs in the city asking them to a tend a meeting at the Chamber this af in at four o'clock to discuss the ad-

MORE HOUSES FOR HISTORIC 29 36 CUBA O Color of the Company of the WORKINGMEN WANTED

Business Men Will Meet at Chamber of Commerce to Consider Situation.

feral, tod 29,1900. ters regarding houses from workingmen who wish to come to Rochester in con-nection with the new industrial enterprises that are developing here. At the prises that are developing necessary time many lot owners have expressed a desire to place their property in the market by erecting houses to be rented or sold to workingmen if sufficient capital could be obtained. A meeting of business men interested n the matter has been called by Secre-

tary Ives at 4 o'clock this afternoon at the Chamber of Commerce to consult re-garding the formation of a company to erect dwelling houses for workingmen. The meeting will be held under the auspicies of the Chamber of Commerce. Business men recognize that pro-vision must be made for the hundreds of men who are coming to Rochester be cause of the new industrial enterprises that are brought here and the extra-ordinary development of a number of enterprises already established. Rents are high and the demand for houses is greater than can be supplied. It is hoped that some practical movement may foilow the meeting this afternoon, where-by a large number of cottages and houses of moderate price may be erected in the vicinity of the large factories.

PLAN UNDER WAY TO BUILD HOMES

CHAMBER OF COMMERCE PROMOTING IT.

FOR RENTAL OR PURCHASE June 29.190 J.

Houses to be Built by Rochester Business Men to Suit the Responsible Applicant-Ives to Work With Big Employing Companies Democrat + Chronicle

Trustees of the Chamber of Commerce and other business men interested in solving the roblem of providing houses for working people of Rochester met yesterday afternoon in the Chamber of Commerce rooms and dis-cussed the matter for nearly two hours. The meeting was called at the instance of Secre-tary lyes of the chamber, and although it was not as largely attended as was desired. enough capital was represented to carry out a scheme whereby homes are to se built for responsible working men who desire them. It was thought at first that a company should be formed, the shares to be taken by capitalists of the Chamber of Commerce and others interested. One man who owns considerable property in the city is the vicinity of one of the factory districts offered to turn in his land to the company up to 50 per cent, of the stock. The stock company idea was abandoned, however, as It was thought that the purposes could be carried out just as well

in other ways. Enough capital was in sight at the meeting yesterday to guarantee this announcement: That any firm or company wishing houses built for its employees, either for sale o rental purposes, should communicate with Secretary John M. Ives, Arrangements would then be made with the individual wno vants the house and it will be built as he de-

It was explained, however, that houses won't be built unless the individual is re sponsible and shows his good faith. This rule will be strictly adhered to especially in the case of purchasing. If the applicant wants a house for rental, it will be built for him, provided the same good faith is snown. In the case of purchase, a small amount will have to be paid down and the remainder will be in easy payments. It is probable that the mortgage will bear 51/2 per cent, interest, n account of the new mortgage tax law is planed to erect houses averaging \$1,500

or \$2,000 each. "It is not the intention," said Mr. Ives yesterday, "to build flats or tenements, as is done in Philadelphia and other large cities. We intend to build separate houses or douhouses accommodating two families. Nor do we intend to build shacks such as you see in the steel workers' district in Buffalo. Rochester workmen are well paid and selfrespecting and should have decent, com-fortable houses in which they may take pride. Under this plan as proposed by the of the city, without loss to the working

It was asserted that the Chamber of Comnerce is not to engage in the real estate ess, as seemed to be the impression gained by many. Several persons with land to sell laye sent to Mr. Ives their offers, and others have sent plans for buildings. It is not the intention of the chamber to consider any of these offers, acting as agent for real ried on by Mr. Ives for the business men of the Chamber of Commerce and the firms or individuals wanting homes.

ment was taken subject to the call of their support in the movement.

WILL SUPPLY CAPITAL TO Chamber of Commerce Will Build.

Business Men Reach Decision at Meeting Held at Cham= ber of Commerce.

Company Will Not Be Formed, but Capital Will Be Furnished by Applying to Secretary Ives.

Good Faith Must be Quaranteed and if Workman Desires to Buy House Small Payment Will be Required.

Quite a number of business men of the city spent over two hours discussing the problem of providing suitable houses for workingmen at a meeting held at the Chamber of Commerce yesterday after-noon. For some time the proposition to form a company to build either blocks or single houses has been under considor single houses has been under consideration, and the meeting yesterday was called by Secretary Ives in order that some of the men who have expressed a willingness to put capital in such a company might have a chance of talking over the situation and taking some definite action.

After a long discussion it was decided that the plan of forming a company was some talk of organizing a company to erect large blocks to be rented to workmen, as has been done by such a such a large was some talk of organizing a company to erect large blocks to be rented to workmen, as has been done by such as the plan of forming a company was

After a long discussion it was decided that the plan of forming a company was not practical, and that the same end could be accomplished in a more satisfactory manner by simply using the chamber as a medium, and Secretary Ives authorized the statement that any firm in the city wishing houses built for its employees, could by communicating with him, have the necessary capital furnished. In order to have this done the person wishing the house built will the person wishing the house built will have to give some guarantee of good faith, and where a house is built to be sold, a small payment will have to be made at the start, and the balance paid in easy installments.

The (Namber of Commerce is not goes)

The Chamber of Commerce is not going luto the real estate business, but will Rochester Workmen High Priced. blocks of flats such as being built in Philadelphia and other cities was discussed, but it did not meet with favor. It is felt that there is plenty of land available in the city, and that the large class of labor here is sufficiently thrifty to be above such standards of living.

Rochester has never been a tenement city, and the average workman feels more self respect and pride to live in a little home of his own and have his own little name of his own and have been up in a tenement house with a number of other families. It is thought that with the house problem solved much will have been accomplished toward relieving the labor situation, since it will now be possible to accommodate workmen and their families who move here from other cities, and this will also be an additional inducement for them to move. As all arrangements were made yesterday, it will not be necessary to call another meeting, but as applications are received for houses, Mr. Ives will comunicate with those who have signified their willingness to advance capital.

THE ROCHESTER HERAL ester business men, the searcity of he THURSDAY, JUNE 29, 19 rational course and will advertise wants widely throughout this section

workmen are two problems that are arbing Rochester business men. The outcome of the big industrial boom of the city. If Rochester is to reap full enefit and obtain permanent results, hey must be met.

The housing problem has been increasing for several years until it reached an acute slage this spring. Rents advanced in every part of the city, and even at advanced prices suitable houses were hard to find. Workingmen found it very difficult to procure houses at reasonable prices. With the prospect of the influx of several thousand more workmen, this of several thousand more workinen, this condition threatens to become serious, and may have the effect of keeping people away, despite other advantages. Secretary Ives of the Chamber of Com-erce sent out notices to 150 members the chamber, including prominent cap-

BUILD HOUSES ither for sale or rent. No company will e formed, but the ald will be furnished rough the Chamber of Commerce as

etary Ives, on behalf of the Cham-Secretary ives, on behalf of the Citation ber of Commerce, was authorized to make public the offer that any manufacturer who wished to make application for workingn's houses or any workingman who wished to creet a house, either for rental or purchase, could be accommodated by applying directly to

Secretary Ives.

Any workman who wishes to have a house creeted for him which he can buy, can, by applying to Secretary Ives, obtain the necessary funds for the purchase of a lot and the erection of the house. The transaction is one purely of house. The transaction is one purely of business, and not of charity. The Cham-ber of Commerce simply acts as the ber of Commerce simply acts as the agency in bringing the parties together. The purchaser must be able to make a small payment down on the property be-fore he obtains the title and to carry out fore he obtains the fittle and to carry out his contracts on a business-like basis.

If a workman desires to rent a house of a certain value, giving evidence that he is responsible and will take a lease of the house on completion, a house will be erected at the price and in the location he desires. If any manufacturer wishes to aid his employes to obtain houses for purchase or rental on a business basis, all the houses he desires will be creeted for him on satisfactory terms.

All Demands Will Be Met.

Secretary Ives said be had am sember of Commerce to carry out all se building projects and to meet any mand, however large. The business demand, however large, The business will be done in the name of the Chamber of Commerce, but no company will be formed, as each transaction will stand by itself, a matter of business deal betwee the purchaser or renter on one side

It was also pointed out that Rochester manufactured goods were all of a simply arrange for the necessary capital to build such houses as may be desired. Mr. Ives stated that there was enough capital represented at the meeting yesterday to meet all demands, the only restriction being that they must be in good faith and on a strictly business basis. The question of building blocks of flats such as being built in blocks of flats such as being built in philadelphia and other cities was dispensed by the force of the produced for the produced for the produced for the highest grade of skilled labor required here. "Made in Rochester" is a trade mark to be proud of whether it is stamped on shoes, clothing optical instruments, cameras, telephonomy instruments, or pneumatic railroad significant. nals. The Rochester workmen can a ford to live better than a workman i almost any city in the United States, be cause of the high per centage of ski inhor employed in Rochester industries. He need not be housed in tenements, bu an afford a comfortable and respect

able house.
There will be no occasion for anothe meeting of the business men of the Chamber of Commerce to discuss the oon. Secretary Ives was given ther ceremony. I' will freerest all the house for wh cottated on a sound bugg, tess backs

Advertising for Help.

To meet the second demand of Roc Searcity of help and searcity of houses | the state. As a start this eard has l printed and placed in all the street c

of the city:

"Holp. Rochester is short of working and women. Write your friends in other cities. Good paying permanent positions for all classes of workers. At dress Chamber of Commerce, Roches

action by the need of a thousand

by Cluett, Peabody & Company.

ns for help have also bed Chamber of Commerce by the large t

collar factory on Vie Con

features are shown on the map in a way ployes that will be required in a feweeks by the opening of the new t makes them intelligible to the aver-

entained in the report of Lyman E.

neer Cooley with his report to the The main features of general interest | Mayor,

looley, the expert engineer engaged by he city, were the suggestion that the iver be made a canal harbor and that ne middle route be pref rred to the southern route through the park. These

No Chance for Middle Route,

Fourteenth, Twelfth and Twenty-first Wards, spanning with a 120-foot river such thoroughfares as South Avenue, Clinton Avenue and Monroe Avenue, and the spolling of a number of streets, debut cannot be seriously considered. In fact, there is no intimation that the municipal administration is considering the middle route as a possibility. Mr. Cooley assumed sole responsibility for his re-port, and it has never received an offial indersement of any sort on this point com Mayor Cutier or City Engineer isher. Rather these two officials have somewhat studiously avoided discussing | now crystallized against the middle clates to a choice of routes through the

River Harbor Is Main Point.

A careful reading of Mr. Cooley's re-Mayor.

Since Mr. Cooley's report was submitted to the public it has been very thoroughly discussed and there has been a betto; appreciation of canal conditions on the part of the public than was ever gained before in the preceding desultery. sained before in the preceding desultory care of itself; it can be settled without tny serious friction and without refer-once to the harbor plan. The river haroor is builte as available under the park

largely a matter of point of view. The treatment is bound to recognize the con-ditions as a measure of damage. The canal itself and its accessories can b rtistically planned so as to add to the I the state officers, who have come to Rochester to aid in this investigati Public Opinion Crystallized. Eliminating the discussion of the a ternative routes, as public opinion has

through the park and the making of the

same the junction point for the local traffic to and from the city. This is

route, the main efforts of the municipal administration, backed by the business cen of the city will be to bring about ing from the park crossing northward to the Court Street dam, as outlined on water power and develop very valuable he outset but the benefit to industrial may be walved, if sufficient local pres-

that makes them intelligible to the average of the color of the color

part may be brought here. It will be a least a month before any business car be done as the factory will require n only a remodelling but also a thorough cleaning to prepare it for the working in linen and other light fabrics. Part of the machinery has been installed and pletion. Post Express 7/9/05.

ficient help to prepare for the opening

Mr. Thiessen said this morning that 1,000 persons will be employed when the factory is in full swing. Part of this force will be recruited in Rochester and

THE ROCHESTER HERALD, SATURDAY, JULY 1, 1905.

Clifton street, \$7,500; C. P. Schlegel, South avenue, \$7,000; W. S. Grant, Culver road, \$6,000; Mrs. B. W. Miller. Savannan street, \$6,000; Claude E. Van Houton, No. 118 Albermarle street, \$5,500; John Me-Donald, No. 74 Bronson avenue, \$5,200; Chris Merlau, No. 20 Dartmouth street, \$5,000; Mrs. E. W. Tuttle, Chili avenue, \$5,000; Mary B. Hallstead, Kenwood avenue, \$4,500; J. W. Jenkins, Rutgers street, \$4,500; Misses Mary and Elizabeth Niveu, Bronson avenue, \$4,500; J. Mills Plat, Barrington street, \$4,500; Matthew T. Byers, No. 138 Adams street, \$4,200; Christina Ritter, Chili avenue, \$4,000; J. acob De May, Park avenue, \$4,000; J. J. Chilson, Shepard street, \$4,000; Mary C. Martin, \$1,000; A. A. Stout, No. 235 Parsells avenue, \$4,000.

GET BUSY AGAIN

Herard July 6,1905 Committee Meetings Called on

Important Business.

SMOKE ORDINANCE TO-NIGHT

Hoped That There Has Been Enough

Discussion So Committee Can Report

Ordinance for Adoption by Next

Council Next Tuesday Night-Rules

of Road Ordinance Also Comes Up.

Important committee meetings have een scheduled for this week. The Pub-

lic Safety and Law Committees will meet in joint session at 7.30 o'clock this even-

the rules of the road ordinance. It is hoped that the smoke ordinance has been discussed sufficiently so that

ng to consider the smoke ordinance and

it can be approved by the council next night and adopted by the council next Tuesday night without further delay.

The ordinance in its present form is the

result of the joint labor of the repre-sentatives of the original Chamber of

erce Committee and the repre

atives of business men who opposed the form of the initial ordinance.

As it was aptly expressed, there were

20,000 signers in favor of the Chamber of Commerce ordinance, while business men representing \$40,000,000 in property signed

a protest. Alderman Kenealy did not try to reconcile the differences, but, as chair-man of the joint committees, he named a

compromise committees, he named a compromise committee of business men, combining both factions and promised that the council committee would ac-cept any ordinance that satisfied both

spects from the first ordinance; it follows

in the main the features of the Philadelphia smoke ordinance that has been put to a practical test and found satis-

factory. An important feeture of the ordinance is a smoke scale devised by George Eastman, whereby an inexpen-

sive but perfect test can be made of the

quality of smoke issuing from chimnies. This will prevent disputes that might

otherwise arise whether the smoke com-plained of le of sufficient density to war-rant conviction of a violation of the

Not much has been heard of the smoke

Not much has been heard of the edinance for the past month since the committee of business men ceased their

labors and made their report. The ordi-nance was introduced in the council and referred back to the council committee

fer red back to the council committee for a hearing. If no opposition is mani-fested to-night the committee will prob-ably report it to the council for adoption next Tuesday night. The ordinance will

not go into effect until June 1 next, so there is ample time for manufacturers

to adjust themselves to the new condi-

The "rules of the road" ordinance con

tains many valuable features but it is admitted that it will require some re-

vision before it is adopted. The ordinance was reintroduced at the tast

ouncil meeting in the same form it was

efore the council last year and pigeon

helefore the council last year and page of holed. It is doubtful if an agreement will be reached to-night.

The Finance Committee will meet at the Mayor's office to-morrow morning to consider the ordinance, providing \$200,000 to pay the cost of constructing the new distributing reservoir on Cobb's Hill. The

rdinance authorizes the city to borre

ordinance authorizes the my the moties on the moties and later there will be a bond issue to pay the cost of the reservoir, when the work is completed. The contract for the reservoir will be awarded this month and bids will be received a week from next Wednesday.

There will be no objection to approving

he ordinance and it will probably be depted by the council next Tuesday. The curfew ordinance was referred to the Law Committee alone, so in the rush

of the Law Committee will not be likely

HEAVY RECEIPTS

AT POSTOFFICE

DEPARTMENTS.

SHOWS BUSINESS ACTIVITY

Money-Order, Malls and General Re-

ceipts Show Largest Rate of In-

business to-night, the mem

GREATER THAN EVER BEFORE

Building Permits for Half Year Represent Much Higher Valuation Than for Same Months of 1904. Amount for June Half Million

Two and three-quarters millions of dol-lars, the largest amount for any half year, represents the investment in new buildings in Rochester during the first six months in Rochester during the first six months of this year, as shown by the permits granted by the Bureau of Buildings and Combustibles. Although the building operations in Rochester during the first six months of last year were much more extensive than ever before for the same length of time in Rochester, exceeding by over half a million dollars those for the whole

liaif a million dollars those for the whole of the preceding year, the permits for the first six months of this year show that there has been in this time over \$400,000 worth of building more than there was for the same months in 1994.

While the report for June from the Bureau of Buildings and Combustibles has not yet been made, the permits issued up to yesterday afternoon represent a valuation of more than half a million dollars, approximately \$520,000. This is a very large than that for some other for some of of more than half a million dollars, approximately \$520,000. This is a very large amount, but falls below that for some of last year, when the building permits issued totaled \$867,715. Tae unusually large amount represented by the building operations begun last June was due to the beginning of work on big buildings. As has been said, there was more buildings in Rochester last year than ever before in the permits.

Rochester last year than ever before in one year; the values given in the permits amounted to \$4,225,027.

There can be no doubt that this year's building will exceed that of 1904. That for the first six months of the year is in value over \$400,000 greater than for the same months last year. Taking the approximate amount for the month of June of this year. \$520,000, the figures for the of this year, \$520,000, the figures for the half year are: January, \$81,825; February, \$104,190; March, \$706,612; April, \$055,412; May, \$386,603; June \$523,000. onths last year the record For the same months last year the was: January, \$245,000; February, \$121 685; March, \$95,460; April, \$764,112; May, \$256,775; June, \$867,715.

Total for Six Months. The total for the first six months of his year, taking the amount for the uilding permits issued for June as \$520. building permits issued for June as \$52,000, is \$2,754,642; the total for the first half year of 1904 was \$2,351,247. It will be seen that the valuation represented by the permits for the six months of 1905 is

\$403,395 greater than that to months of 1904.

The large total for June last year was caused by the issuing of permits for some of the big buildings that have since been put up or are still in process of construction. During the first half year of 1904 permits were issued for the Rochester Trust Company building, valuation given. \$250,000: addition to German Insurance \$250,000; addition to German Insurance building, \$250,000; new Sibley, Lindsay & Curr building, \$300,000; Corinthian Theater, \$60,000; remodeling of Granite building, \$100,000; addition to factory of Bausch & Lomb Optical Company, \$75,-

000, and others.

Permits were issued in June for, approximately, 200 buildings, about fifty more than in May. Among these were a large number of dwellings, many of which are to cost over \$5,000. Permits issued to companies building a large number of bouses, for employees and to rent, is a feature of the month. Permission to build a few factory buildings, not of a very expensive character, was given. Among other buildings is a passenger station and express room for the Lehigh Valley Railroad Company and an addition and chapel for St.

Mary's Hospital.

The buildings of considerable cost other

than dwellings, for which permits were issued during June are: Passenger station and express room for Lehigh Valley Railroad Company, on Court street, \$50,000; addition to St. Mary's Hospital, including chapel, West avenue, \$30,000; storage building, No. 78 Conkey avenue, A. Freidman, \$15,000; brick factory for Nee Lox Manufacturing Company, Ben-son park, \$15,000; purifying building for Rochester Railway and Light Company, east of Redfield street, \$6,000; factory and office for Vogel & Binder Company, No. 320 St. Paul street, \$5,000.

Many Dwelling Houses.

Two companies and two individuals applied for permits to build a number of houses each. They were: Rochester Securities Company, two dwellings on Filmore street, \$1,800 each, \$3,600; five decellings on Cardines, avenue, \$9,000; dwellings on Gardiner avenue, \$9,000; dwellings on Gardiner avenue, \$9,000; eleven dwellings on Depew street, \$1,700 each, \$18,700; eight dwellings on Grover street, each \$1,700, \$13,600; eleven dwellings on Garfield street, each \$1,225, \$13,475—total of thirty-seven dwellings, at \$58,375. William F. Enders, six frame dwellings on Arnett street, total valuation, \$13,200. Bartholomay Brewing Company three dwellings on White street, pany, three dwellings on White street, ezch \$3,330, \$9,000. Mrs. P. H. Graham, two dwellings on St. Paul street, \$4,800 each, \$9,600.

Other dwellings, valued at \$4,000 or more, for which permits were issued in June are: Gilman N. Perkins, Culver road, \$13,009; Albert E. Eastwood, Culver road, \$12,000; John W. Fulreader, Chili avenue, \$7,500; Chauncey S. Todd, No. 112 Historical State Physics Collection

of other cities to the advantages and opportunities held out to them by Rochester. Despite a quite general belief that there are many men out of work in Rochester, it is a fact that men are in demand in more than one local industry. It is to provide for this lack of workingmen that the Chamber of Commerce is placing advertisements, asking Rechester people to write to their friends out of town, telling them of employment awaiting

Circulars are also being sent to manufacturers throughout the country holding out to them certain facts that are common to Rochestertains but which are not so well known to strangers. The Chamber is taking pains to tell the manufacturers that Rochester is an ideal manufacturing city and also to explain to them just why this is the case.

"Country Life in America" for June contains a page advertisement, inserted by the Chamber at its expense, which places before the readers of that magazine some very attractive truths concerning the Flower City. It is pointed out that not only to business men, but to those desiring homes, Rochester offers superior advantages. Coal is cheaper in Rochester than in any city outside the state of Pennsylvania. Eleven vallrouds anter Buchester giving ample and cheap shipping facilities which are supplemented by the Eric Canal and Lake Ontario.

In addition to the low cost of living, Rochester has the purest water supply of any city in the United States. There has never been, since the instalation of the Hemlock system, an epidemic of typhoid fever in Rochester, a condition of which few other cities can boast. Rochester's excellent sewerage system, its beautiful parks and well conducted summer resorts come in for attention in the advertisement. Our educational system, con sisting of 38 public schools, 18 parochial schools, two new high schools, college, a university and two theological seminaries, give ample opportunities for securing a common and classical education, while the Mechanics Ir stitute teaches boys, girls and men useful trades at small cost,

Another point which the Chamber emphasizes is the fact that the deposits in Rochester banks total over \$105,000,000. Attention is also called to the fact that the postoffice receipts last year were in round numbers \$700,000, and that in five years the receipts have practically doubled. The value of new buildings erected in Rochester in 1904 was \$4,000,000, which will be greatly exceeded this year, furnishing in consequence good homes for artisans. The cost of living in Rochester is the cheapest in the United States and one of the reasons for this is that the city is situated in the heart of a fertile farming and market gardening district.

Cheap power is derived from the Genesee River, which has a fall of 260 feet within the city limits. The name "Rochester," the Chamber asserts stamped on any product is evidence that it is the best of its class Rochester has the name and maintains it of producing the best shoes, clothing, photographic supplies, canned goods, buttons, fruit products, nursery stock, flour, railway signals, chairs, carriages, etc.

TOO MANY APPLICANTS. Response of Unskilled Laborers to De-

mand Crentes Temporary Overflow. Able bodied men in search of work nave been invading the Chamber of Commerce at an alarming rate in the past few days and Secretary John M. Ives has a superfluity of applications for the present. Yesterday more than seventy-five men appeared in person or by fetter, most of them from other cities, expecting o be put to work at once in the Cluc & Peabody company factory, but this new industry is not got far enough ad-

vanced to employ so many.

In the meantime Mr. Ives is anxious in the meantine at the second to provide for those who have been attracted to the city by the report that work is plentiful and he will be able to supply good men, in unskilled branches, to contracture, or others who can use to contractors or others who can use them immediately for either temporary or permanent jobs. Any one in need of laborers on communicating with Mr Ives will be furnished with mon. There are also skilled artisans in various lines anxious to locate in the city and as some of them have registered with Mr. Ives he can give information to those who are in need of such mn. Post Ex. 7/6.

office-Some Interesting Figures

Rochester's industrial development and ness of the postoffice, which broke all records, the receipts in that period being more than double those of ave years ago. The federal building is a busy place just now, as this is the time when the heads of the departments of the government's big mail business are preparing their au-mail reports for the fiscal year, which came to an end on June 30th. Uncle Sam demands of each a careful statement, which is almost hidden away under bales of red tape, seemingly an essential feature of his money matters. Reports of the incoming and outgoing mails and of the ev-order receipts show a high rate of increase, gratifying to the officials and to all interested in the growth of the city.

The report for last month alone show. June, 1904, gave a decrease of \$1890.20 The receipts at the end of the fiscal year. at the close of business last Friday, ited to \$709,638.35, as against \$660,-702.14 the preceding year and \$317.000 ve years ago. The increase is \$48,846.21. ear, \$56,747.63. And Cashler James A. Graham is exceedingly proud of the re-port he forwarded to Washington yester-

In proportion to the increase in mail matter handled, there has been an addition to the postoffice force, which now comprises more than one hundred clerks in all departments and 125 letter carriers. As shown by the recent weighing of the mails, many tons of letters and other classes of matter are handled monthly at the office. Superintendent of Mails Merceipts Show Largest Rate of Inthe office, Superintendent of Mails Merritt L. Hutchinson's report will show an

nerense of 6 per cent, in the receipt of Millions of Pieces Handled.

In his opinion, the number of pieces of mail matter will be about 3,000,000 more than the mark made last year, 70,459,610. The receipts of pouches of letters and papers may not show much of a swelling, according to that official, as now mail is handled much more easily and there are more through pouches from roads running

into Rochester than formerly.

Superintendent James C. Connoly, of the money-order division, was at work yesterday putting his report in readiness for submission to the department authoritles at Washington. He told a Democrat and Chronicle reporter that the business of the division in the issuing of orders or the division in the Issuing of orders would be more than 16 per cent over that of last year, and he said that although the number of orders paid at this office was 4 per cent, less than in 1904, the amount was fully as large. Mr. Connolly gave as his reason for the decrease the fact that owing to the hackwardness of the page ing to the backwardness of the season nurserymen and seedsmen have not been getting returns as early as in other years. The total number of orders issued, both

foreign and domestic, in the year approxi-mates 90,000, amounting in all to \$812,-979, as against 79,000 orders issued in 1904, aggregating nearly \$700,000.
"One thing I've noticed in regard to
the increase," said Mr. Connolly, "and
that is the way in which the nineteen

stations in various sections of the city are rearly increasing their business. People seem to become more and more accus-tioned to them and to find them of great nvenience, if the increase in the number orders issued is anything to judge by: Money Sent to Russia.

"Strange to say, the increase in the for-eign orders came largely from Russians who last year sent a lot of money to the mother country, although the convention with Russia has been in existence only three years. It's hard to give any reason for it, except that the people over there propably need it hadly enough, according to all reports. The Italians keep their end up in sending noney home to assist relatives coming to this country. cially is this true in regard to the under-taking of public works in America. Any-thing in that line has always made a rush

of money abroad."

Of the Russian orders, the greatest difficulty comes from the spelling of the names and, to the average American, astonishing jumble of consonants. A sender of an order to Russia is now required to write out his name in Russian and also the name of the person to whom the order is addressed in the same language. Great Britain, Ireland and Germany have a steady share of the money-order issued from Rochester.

It is a fact worthy of note in con-

It is a fact worthy of noie in con-nection with the building up of the postffice business that the postmaster, Co office business that the postinaster, Colones James S. Graham, receives the limit in the way of salary, his stipend from Uncle Sam being \$6,000. This is the same amount received by the postinasters at Buffalo, St. Louis, Philiadelphia, San Francisco and other cities, New York and Chicago heing the only exceptions. CHAMBER RECEIVING MANY APPLICATIONS FOR WORK

Secretary Asks Employers in Need of Men to Send Word to Him When They Want Recruits.

The Chamber of Commerce desires that turers who need men will apply to it for them. Because of its advertisement of Rochester as a good place for men out of work to come, John M. Ives said yester-day, the chamber has received applications for work from a large number of men Since the factory of the Chieft & Peabody Company is not yet running, and probably will not be for a couple of weeks, places cannot be obtained for these at once. Mora than seventy-five applications, in person and by letter, were received Wednesday,

"The men who are applying for work are good workmen," said Mr. Ives yester-day afternoon, "and we want to keep them if we can. Some of the men are oming to the city with their wives and families, expecting to be put to work at once, but the Cluett factory is not yet ; operation—though it soon will be—and i is not always possible to put a man a work at a moment's notice. We want employers to know, therefore, that we can supply desirable workmen. Those who rave applied for work are both unskilled workmen and men with trades.

"Our plan for providing workmen with homes will tend to promote stability in local industries. It is especially advan tageous for the men. The houses that are to be built will cost them from \$1,800 to \$2,500, and this includes the lot. They pay down one-fifth of the price and pay interest on the balance on long-term, savlings bank mortgages at 5 per cent. As a rule, in buying houses this way onehalf down is required. By our plan buyers are to pay the interest, taxes etc., and will be expected to pay regularly something on the principl

"The houses to be built are not to be decent homes. They will be of hard wood That they can be built so cheap is due to the fact that a number will be built at a time so that materials can be bought wholesale prices." 7/7/05.

WANT POSITIONS

Chamber of Commerce Converted Into Employment Bureau

500 LABORERS WITHOUT WORK

Applied To Chamber for Work in New Cluett & Peabody Factory Which Will Not Open for Three Weeks-Married Men Wanted To Purchas Homes in City-Phases of Situation

Secretary John M. Ives of the Chambe of Commerce is having his troubles i bureau, Since the appearance of his many advertisements in the street cars of different cities of the country the in flux of able bodied laboring men int his office has assumed rather alarmin proportions. Wednesday was a ban lay, over 75 men applying either in per son or by letter.

The principal element of Mr. Ive Cluett, Peabody & Co., factory which was scheduled to open here on July 1 not yet ready to take on any help. was the demand of this industry for he which started the advertisements in the concern will employ close to 1.000 people one-half of which number will be gird and women. Secretary Ives already ha 500 on his list to fill-these positions many of whom have been obliged to seel employment elsewhere, not being able to await the opening of the factory.

In this emergency Secretary Ives wishes the citizens of Rochester to come to his and the Chamber's assistance, A large number of the anothernts are t skilled laborers who will have to be educated in the art of collar making. These desire work of any kind, and Mr. Ives would now like to hear at ones from auyone in the city who could us help in any branch 'of employment. An official of the Cluett & Prabady

factory stated yesterday that the least three weeks. The chief cause of the delay has been the difficulty experienced in cleaning the factory buildings, which were formerly occupied by the Kimbail Tobacco Company, and putting them is a fit condition for the manufacture of fine linen goods, Although no branch o the industry is open at present there are a number of girls employed in sort ing and boxing the goods which the cor pany brought on with them, Some skilled labor will be imported from Troy, but will have to be initiated in the tr

In spite of the superfluity of help at present, however, Mr. Ives to constantly feeling the need of more help at his disposal. During the past week he could have placed a wholesale confectionery establishment t concorn 100 girls at once. This he was unable to do and the expertunity was lost. Officials of the cardy establishments already located here are responsible for the statement that they could make make use of 75 more girls now if they had them. On account of scant help they have been compelled to put in cold storage plants in order to manufacture goods throughout the entire year, although they were formerly accustomed to close their plants during the hot summer months.

The class of people which Secretary Ives particularly wishes to place are men with families from outside the city who will move in and buy houses. He is no desire to secure positions r the sake of variety. Many such has oplied, but have received no encour orded by the number of young men from is to 25 years of age who have applied for elerical positions, such as shipping elerk, office assistants, and the like, being unwilling to submit to manual labor in order to learn a trade. Although the new plant will probably not be able to accommodate more than ten such men, fully fifty have applied. They have refused to heed Mr. Ives' arguments that such positions promise practically no op-portunities for advancement, and many will be disappointed when the positions

Many houses are now being put up different sections of the city by public-spirited citizens to attract laboring peo-ple desiring to settle permanently and houses cost from \$1,800 to \$2,500, including lols with the average measurements of 49x125 feet. They are not built all allke after the fashion of so many barracks, as is often the case in manufacturing towns, but are modern structures with ectural effect. These houses will be sold to the right parties for one-fifth of the price down, and the balance secured on a 5 per cent savings bank mortgage, Rochester now boasts of more inhabi-

tants who own their homes than any other city of its size in the country The Chamber of Commerce desires to possible. In this way they hope to knock the heart out of any possible strikes in the city and deprive walking delegates of their jobs in this vicinity. If a laboring man has \$1,000 or more of his own in-vested in a home, it is not probable that he will heed the injunctions of any walk-

Then, too, there seems to be no occasion for any strikes in this city from the standpoint of wages. Whether employing union labor or not, local estab-lishments pay union wages. The candy plants already cited pay wages which are one-third higher thas these of similar es-tablishments in Buffa.o, and such favor-

In supplying this constant demand for belp and in filling these new homes Mr. Ives does not ask questions providing the applicants show an honest desire to work. He declared yesterday that all such would be acceptable whether Pro-testant or Catholic, union or non-union.

While the most pressing need at pres-Mr. Ives diready has on his hands, he does not wish the impression to become current, that he is running a general employment assency. The other day he received a communication from a farmer residing on the Ridge Road, stating that he could take twenty non to pick peas, paying them 20 ceats per bushel. Mr. Ives is not endeavoring to supply the needs of the outlying farmers, but is attempting to retain help in the city which will be needed as the city's industries in-

As further syldence of the local work boom." Mercantile Inspector McAulific ecording to the law covering this point children must be over 14 years of age, and must have attended school for at least 130 days during the past school year and have completed reactions in the

MANY APPLICATIONS Secretary Ives of the Chamber of Commerce Has His Hands Full Finding Positions for Everybody.

the street cars and the efforts which ing to secure labor for the city are be week trying to find immediate places for all those who have applied. When it was announced that Civett, Peabody & Comhere and an appeal was made to the Chamber of Commerce to help remedy this, and now the result is that Secretary Ives had where the rub comes. On account of the necessity of cleaning the buildings, the Cluett people will not open their factory until the last of this month, instead of the first, as they originally intended, so that Mr. Ives wants all concers in the apply to him and he will

who have applied are unskilled laborer that want to learn a trade, but a few hav-already had experience in some special line. The plan of building houses for workmen REBATE OF FARES 7 is meeting with a large amount of success and will without doubt prove a factor in drawing labor here from other cities. Rochester already has a reputation for leng a city of homes and by actual statistics more

In any other city of the same size in the country. Most of the houses to be but when completed will cost, with the lot. I tween \$1.890 and \$2.500. Of this amount of

fifth must be paid down as a guarant good faith and the remainder can be

have an individuality of its own

SECRETARY IVES

BUSY THESE DAYS

Men Seeking Work Call at Cham-

ber of Commerce. Building

Secretary Ives of the Chamber of

Commerce is spending these warm days

in receiving calls from workmen seek-

ing work and employers seeking work-

men, bringing these two factors togeth

er. He has also considerable business

with those who are building the houses that are to accommodate the incoming

Mr. Ives said today: "Our plan for

providing workmen with houses tends to promote stability. They cost from

\$1,500 to \$2,500 and are obtained thus

long-term, savings bank mortgages at

5 per cent. As a rule, in buying houses this way one-half down is required. By our plan buyers are to pay the interest.

taxes, etc., and will be expected to pay regularly something on the principle.
"The houses to be built are not to b

cheap structures, poorly constructed, but decent homes. They will be of hard

wood finish, with cement cellar, bath and gas. That they can be built so cheap is due to the fact that a number

will be built at a time so that materials

can be bought at wholesale prices.

Times Homes, July

Re-Engaging Attention of Retail Merchants of Rochester. Post Septem 17,00 Years Ago But Action in Other Cities Has Brought It Into Notice Again -Objections to the Scheme. In small installments. The lots on which the houses are built are large and special attention will be paid to the architectural style, so that the houses will not look like-Revived by the discussion of similar

projects in other cities the old question of rebating fares to country customers is beginning to edge itself back into the notice of the retail merchants of Rochster. Buffalo is about to adopt a scheme whereby fares will be rebated within a forty-ralle radius to those who burchase \$25 worth of goods and within an eighty-mile radius to those who buy \$50 worth. Cincinnati, Indianapolis and tems and in many smaller cities the idea. seems to be galning ground. Rochester at present has no such system and opinion is by no means unanimous as to its

Indianapolis system was gone into ther ughty. This provided for a sort of learing house where the purchaser ook his credits and received his rebate. In order to keep track of the amount of money spent, the customer was given a small book in which the purchases were noted by the clerks of the stone. This was turned in to the clearing house. At one thic this plan was thought to be one this plan was thought to be feasible here but strong opposition killed

Several objections are brought against the relate systems by its opponents. In the first place it is alleged that Rochester gets its share of country trade and that no additional business would be brought here by the rebate; consequently the discount would have to be a direct loss or the customer would have to pay It indirectly in higher prices.

The second objection is that Rochester is not a terminal railway point like Buffalo or Niagara Falls, and consequently stop-over privileges are not granted. This militates against long distance trade. Should a trolley system favorable to Rochester be laid through the Genesee valley the rebate system might be favored by the men who advance the

A third and strenuous objection came from the wholesale merchants, whose business makes up a large part of the pointed out that if the buyers were attracted to Rochester from small outlying city for retailatory action against the retail men if they persisted in putting such a scheme through. This argument has been the most effective of any in

Early this year some rebate system was talked of among retail clothing and furnishing men but so far it has not developed into a tangible plan. One of the suburban trolley lines also had m working on a plan for joining with the merchants in robating fares. The objection to this was that the expenses of the

ba a dead loss to some one.

"Rochester merchants are doing so well at present that it is doubtful whether the talk will come to any thing" said a prominent business man morning." These ideas are mainly tick-lers for trade in dull seasons and so far we have not seen the absolute necessity for them."

Pass the Smoke Ordinance.

emittee, appointed by Alderman Kenealy, has decided upon a measure which is believed will stand the test of law and be fair and just to all microsis. The ordinance has been drawn up by a committee of business men and manufacturers who should be fully awars of the enorunity of the snacke nuisance and the steps necessary to abate it,

The ordinance establishes a standard color for comparison and provides that smoke darker than that color shall not be produced in the city. The color is that or a white eard sixteen brehes aquare, with black lines one draws at right angles to one another, when seen at a distance of 100 feet. Exception is made when it be impossible to maintain the fire as desired without producing amoke darker than the scale. Then for five minutes but not oftener than once in four hours, the smoke from a stationary enimney may be darker than the dard appears. When a locomotive or canal steam craft is standing, shifting or getting ready to start, smoke in excess of the scale may be emitted for ten minutes once in twenty-four hours. This does not apply to a locomotive or canal steam craft passing through the city, provided it does not stop for a period or periods amounting to more than ave minutes. The provisions of the ordinance are not to upply between 5 and 7:30 o'clock in the morning. The penalty for infringement of the ordinance is \$25 for each offense, and it is the duty of the Commissioner of Public Safety to enforce the pravisions of the ordinance. It is to go into effect on June I of next year.

There has been enough discussion of this matter. This ordinance, in the name of sanitation, cleanliness and public comfort, should be passed without further delay.

The Junes July 8,1905

OCHESTE Ristorie Portuguo ks Collection

ROCHESTER, N. Y., SUNDAY, JULY 9, 1905.



Secretary Ives-"I Wish Someone Would Apply for Mine,"

ROCHESTER, N. Y., THURSDAY, JULY 13, 1905.



Swearing-Off Time Fixed.

WORKERS MANY

SECRETARY IVES SAYS HE HAS FOUND THAT OUT.

MEN LOOKING FOR JOBS

All Kinds of All Ages Applying to Secretary of Chamber of Commerce to Find Employment for Them-Women Workers Scarce

Since the Chamber of Commerce undertook two or three weeks ago to provide
help for manufacturers who were complaining of the difficulty of obtaining labor,
persons with extraordinary qualifications
and others with a lamentable lack of
qualifications, from college graduates and
men in the professions to laborers, have
applied for employment. Especially on
the last two Mondays have they come in
numbers to the office of the chamber.
About seventy-five applications for work
were received on Monday of last week,
and last Monday at least twenty-five per-

About seventy-five apphracians were received on Monday of last week, and last Monday at least twenty-five persons made application.

"One man who came and asked me to get him work," said John M. Ives, secretary of the chamber, yesterday, "was a college graduate. He had studied law, and had been admitted to the bar. He had not been successful, and he wanted me to get him some work. I told him, of course, that the work I could obtain for him wasn't what a man with his training should be doing; and advised him to get a little whalebone in his spinal column, that he hadn't any good reason to be discouraged.

that he hadn't any good reason to be discouraged.

"Another man who applied had been a
clergyman, and was perhaps 60 years of
age. Now, while manufacturers don't hold
the chloroform theory, as a matter of
practice they don't believe in the practice
of engaging men over 50 years of age.
This man had a good deal of stamina,
and he felt that his experience in dealing
with men would be of value to an employer and that the moral influence he would
exert would be worth money. These are
good things, but as a matter of fact business men aren't buying them.

Many Half-Trained Men.

"The trouble with lots of men," said Mr. Ives, getting down to hard pan, "is that they are not well trained and expert in anything. You can preach a little sermon on that if you like. There are plenty of men, many of whom are just out of school, or have half learned a trade, or have worked at different times at half a dozen things, but they can't do one thing well.

"I have about fifty applications for places

or one thing well.

"I have about fifty applications for places in offices, the places for every one of which there are always half a dozen applicants. What the boys should do is to learn trades. Manufacturers tell me that scores of boys. will work for three or four to six months. and then gult because they are tired of the job or think they're not getting enough. They wait around for something to turn up. erhaps get married in the meantime, miss their opportunity to become skilled work-men and always remain eight or ten-dollar nen. It would make a great difference boys were brought up right. If between the ages of 18 to 22 or 24 they'd get down to business and learn a good trade, then for the rest of their lives they would be able to

command good wages.

"Some of the men who apply to the chamber for work shouldn't apply. One man who came to me this week was a carpenter earncame to me this week was a carpenter earn-ing \$3 a day. He said he had been working outside at hard work, and he wanted some-thing lighter. Now what he should do is to stay where he is. Many have come to ask for work who have good places. Others have written to me. Those who have work should

One young woman from a small city near Rochester came up to see if I couldn't get her brother a place. She was visiting her aunt here. I told her to have her brother could do as well for bimself as I could do

Applications From Outside.

Then, of course, we have received many applications from the kind of men we want in Rochester, reliable workmen with trades. I have just received an application from a man in New York, and two from men in Brockton and North Adams, Mass. Another man, a shoemaker from Brockton, came to see me to-day, and I think I can get him a explosion there some months ago, and it so affected him that he left the place. He worked for a while in Lynn, and now has ome on to Rochester."

According to manufacturers who have ome to him or telephoned to him, Mr. Ives says, there is a great scarcity of female help in the city.

"Until Cluett, Peabody & Company begin to do business in the Kimball factory—and that won't be for perhaps three weeks—we won't be able to get work for many more men," said Mr. Ives; "but I believe it would be possible to put seven or eight humared girls, between 17 and 25 years of age, at work in Rochester factories at once. Haif a dozen of the largest manufacturers in the city have either come to me or telephoned, saying that they found it impossible to get all the girls they needed. "We're getting some knocks as well as

praise for what we are doing," Mr. Ives added. "The labor papers are saying things about us. Someone seut me in one from nother city to-day. We're going about DVERTISER: THURSD.

MORTGAGE TAX BILL CONDEMNED

Trustees of Chamber of Commerce Adopt Resolution Against Measure.

Matter of Fire Insurance Rates, and Telegraph Rates from Rochester to Atlantic City, Discussed.

nteresting Lecture Lost Evening by Dr. J. H. Canfield Regarding Public Libraries and Education.

The prejudice which the proposed mor made tax bill has stirred up among the shiess men of this city manifested it f in a tangible manner yesterday at tormoon when at the regular monthly ne ting of the trustees of the Chamber of Commerce a resolution was adopted orging Gov. Higgins to veto the measeto are set forth in the resolution reads as follows:

Whereus, The people of this county an ity view with apprehension and alarm the views disturbances to real estate interestinctly wound ensue its the result of the entitlent into law of the mortgage (ax b) ow pending before the governor, and ar incident into law of the mortgage tax bill into pending before the governor, and are a most upanimously opposed thereto; and The amount that would be derived from the mortgage tax law during the ensuing year is vague, but surely not sufficient to be counted as a considerable part of the state revenue; and, moreover, as such amount must be considerably diminished by the collection of the tax, and as such revenue is entirely disproportionate to the unisolited it is believed will be inflicted upon property interests; and The burden of this tax will be placed upon the borrowing classes and the machinery provided to give effect to the bill is believed to be impracticable and unbasticesslike, and in the collection of the tax thereunder will greatly disturb economic and business conditions; and It is proposed that the Governor shall appoint a commission to inquire into the general subject of state taxation, to report at the legislative session of 1996, with a view on making the tax laws of this state more

Ives sent a few days ago to the comm! ee of twenty, National Board of Fire inderwriters, showing that, according a Engineer Fisher's report, 75 per cent. board had been compiled with and ask-ing for a reduction in the present rate, a letter from S. H. Lockett, assistant wenty had no jurisdiction as far as reducing rates were concerned, that being ely in the hands of the local rating the New York state association. letter furthermore congratulated Roch-ester on the liberal minded way in which the recommendations made by the board had been complied with and the compr had been compiled with and the comprehensiveness of Engineer Fisher's report.
Secretary Ives was authorized to spend \$200 for the purpose of advertising the advantages of Rochester in some maga-

the telegraph companies asking why the rate from Rochester to Atlantic City should be 40 cents, while the rate from Haffalo is only 25 cents, a reply was reed from the Postal Telegraph Con too low and would be raised instead of he rate here being lowered.

The following new members were elected: Benjamin S. Meyer, capitalist, 65 German Insurance building: Thomas J. Northway, bicycles and automobiles, 94 Exchange street; Rochester Sewer Pipe Company, A. H. Gorsline, president, 545 Oak street; the Hunting Company. mbers and steamfitters' supplies 439. phinters and sceamaters supplies, 432-428 Main street east; Rochester show-care works, Smith Sheldon, proprietor, 183 North Water street; Snow Wire Works Company, A. R. Helmer, secre-

Before an audience which filled the asembly room of the chamber Dr. James H. Canfield, librarian of Columbia Uni-versity, gave a very interesting lecture that evening on "The Public Library has an integral Part of Public Librar ingly well delivered and was thoroughly enjoyed by all those who heard it. Short ses were made by President Rush Eastman of the state library at Albany.

Culy 11, 1900 EXPRESS: TUESDAY, JU

RENTS BUELL BLOCK

E. W. Edwards & Sou of Syracuse Lease Entire New Building,

Will Open Dry Goods Store There When Building Is Ready tor Them -Bave Stores in Both Syracuse and Troy.

That Rochester is an attractive city to commercial men as well as to manufacturers, has been evidenced many times during the last year or two, in the ef-forts made by real estate men to find of means who would like to establish

of means who would like to establish branch concerns here.

One prominent and enterprising dry-goods house has succeeded in finding quarters in Rochester, in which to open a large store and will make its how to the shopping public as soon as the new Buell block in Main street east, is ready. The newconers are E. W. Edwards & Son, of Syracuse, who have leased the entire building and will open a drygoods store there when the building can be occupied. The firm has ben in business in Syracuse for many years and a year ago established a branch store in Troy.

Although verification as to the leasing of the building by

of the building by Edwards & Son could not be obtained in Rochester this morning, a special telegram from Syra-cuse to The Post Express says:

Busines manager for E. W. Edwards & Son says that the Buell building in Rochester will be occupied and a store conducted under the present firm name. The whole building will be utilized." The new building, which is creeted upon the site of the famous Marble block, is five stories high and has a broad frontage i Main street east, while it extends north to Division street. It is a handsome struc-ture or pressed brick, and was built for rental by the estate of George C. Buell. The three upper floors have been divided into small rooms, comparatively, and it, was thought that they would be rented as offices. But the rental of the Syracuse firm of the entire building may necessitat vays. The Marble block was at the time

of its construction, and for that matter, during many succooling years, an architectural attraction of Rochester.

It is expected that the Buell building will be ready for occupancy by the lessees mark in the fall.

DEAL ABOUT CLOSED

Edwards & Son Expect to Obtain Long Lease of Bueil Block. PE

D. M. Edwards Has Been in Rochester Again-Syracuse Department Store Firm May Employ 600 or 700 Persons, It Is Announced.

Negotiations by E. W. Edwards & Son of Syracuse, for leasing the new Buell building, now being constructed, in Main street east, have been practically completed, according to authorative information obtained here, and verified in Syracuse in an interview with D. M. Edwards.

Mr. Edwards was in Rochester on Mor day and yesterday, and it is probable that the hig Syracuse drygoods firm will occupy the building which has been built on the site of the famous old Marble block, early

Syracuse newspapers to-day announce the intended expansion of the company's business, and the possible establishment by Edwards & Son of a string of store in the principal upstate cities. The "Syracuse

D. M. Edwards, of E. W. Edwards & Son, returned Tuesday from Rochester and said that the deal for the Buell block in that city will be closed soon and the Syri euse firm will open a stere in Rochester either in September or October. This will be a department store on a

scale as large as the company's big store in this city. Details of the plans could not be told by Mr. Edwards, but it is understood that some man will be sent from the e that in Roches be begun at once and the plans carried

E. W. Edwards & Son some time ago leared a building in Troy and opened a large department store in that city. Befleving that Rochester offered a good field for their enterprise, the firm began to look for a location in that city. The Buell block met the requirements and negotiations were at once begun. This will give ha Syracuse firm three large department stores in the state.

'In the Syracuse store Co people are em

played, while in the Troy store there are probably need as much help as Syracuse. The "Syracuse Telegram," says also, that the firm will doubtless begin business in Rechester in September, and commenting upon the branch stores established, says:
"It is evidently the policy of Edwards E Son to establish a string of stores in the principal cities of New York state, and ather new ventures may be expected in the future, although there is no official announcement that such will be the case.

BRICKLAYERS HOLD STATE CONVENTION

Delegates From This and Other Cities Are Meeting at Chamber of Commerce.

The state convention of the brick-layers of New York, which is here for a three days' session, opened this morning in the Assembly Hall of the Chamber of Commerce, with Chairman Street. ber of Commerce, with Chairman Street.

James Fox of Rochester in the chair. e meeting this year is for organ-on and consolidation. The first ention was held last year at Al-At that time the movement had not received all the support that it ought, and not all the local unions of the state were represented. An attendance of about 100 is expected before the in the state.

E. W. EDWARDS AND SON CLOSE ROCHESTER DEAL

Syracuse Firm Will Open Big Department Store in Buell Block in September-Herald Story Fully Confirmed.

"Negotiations for the establishment of a department store in Rochester by the firm of E. W. Edwards & Son of this city have been practically completed, and the store is now almost a certainty. D. M. Edwards returned this morning from Rochester and made the above statement to a Telegram reporter upon his arrival. The details have not yet been worked out, but probably will be by to-morrow.

"The Rochester store will be located in the Buell building, in Main Street."

beginning, as the members of the firm are thoroughly experienced department store men, who have won the confidence of the public."

The Syracuse Journal also confirms the plans, giving substantially the same facts. It says the new store will be opened here in September. There are 650 employes in the Syracuse store and it is stated that an equal number will be comployed in the Rochester store. There are 250 employes in the Troy store.

The Hearld first made the announce- | The building is a fine one, and has just ment ten days ago that the big dry goods firm of E. W. Edwards & Sons of Syracuse was coming to Rochester and intended to occupy the new Buell stor that was nearing completion on the site of the old Marble block on Main Street East that was burned in the big fire.

that was nearing completion of the street of the old Marible block on Main Street of the old Marible block on Main Street East that was burned in the big fire.

The information came from a Rochester source and was so reliable that full credence was given it in The Herald. For some reasons, probably of a business nature, the Syracuse men did not desire to confirm the statement unreservedly and interviews in the Syracuse papers tended to throw some doubt on the matter.

Edwards & Son seem finally to have completed the details of their negotiations and now give out in the Syracuse time the principal cities of New York State, and other new ventures may be expected in the future, although there is no official announcement that such will be the case. The Rochester store will be in the center of the city, and will probably do a large business from the beginning, as the members of the firm are thoroughly experienced department are thoroughly experienced department.

BUFFALO MERCHANTS ARE AFTER ROCHESTER TRADE

Will Pav Car Fare to All Shoppers Within Radius of Eighty Miles of Buffalo Who Buy \$50 Worth of Goods.

Announcement was made in the Buf-, sylvania the cities of Smethport, Bradfalo Express yesterday that the plan of Puffalo merchants to organize for the purpose of securing rural trade by a "that all these cities will have to suffer operation this fall. The Retail Mer- and if such cities as Rochester tion that expects to monopolize the trade of Western New York and Northern they are not allow enough to do it."

The attention of the officers of the merchants out of busines.

Rochester Chamber of Commerce was

merchants out of busines.

The committee which has the plan under consideration has drawn two circles with Buffalo as the common renter, one with a radius of 40 miles and the other with a radius of 80 miles. All shoppers who live within the 40-mile limit and purchase a bill of goods in Buffalo and proved liere. Says the Buffalo Express:

"This system of rebates to out-of-town in the control of amounting to \$25 or over will be entitled shoppers has been in operation in Into a rebate equal to their fare to and from Buffalo. Likewise, all who come a distance of over 40 and less than 80 creased their trade and benefited the

system of rebated railroad fares had under the plan which we are to adopt been consumated and would be put in But we are looking out for Buffalo alone chants' Association of the Chamber of Commerce is the name of the organiza-

to the marked degree. In Indianapor over will also be entitled to free transportation.

A circle with a radius of eighty miles and with Buffalo as a center will include Rochester, Hornellsville, Batavia, Lockport and Jamestown, and in Pennfares of their customers who live with-

crease in History of Local Posts _ ritt L. Hutchmson's report will show an

merce to abate the smoke nulsance in Rochester have not terminated with the passage of a smoke ordinance by the Common Council and its approval by the Mayor; they are now directed in aid of business men and manufacturers in installing effective smoke consuming devices at the earliest possible day. The ordinance does not take effect until June 1, 1906; but it is pointed out that the earlier its terms are complied with, the sooner will the city reap the benefit of

Included among the most recent recommendations of the smoke committee of the Chamber of Commerce is one worthy of special emphasis, to this effect-that manufacturers, in installing smoke consuming devices, should make an effort to abate all smoke possible, 'especially as the smoke device that will abate the most smoke will eventually save the most money." This means that it is false economy for a manufacturer to put in a cheap device that will abate only from 75 to 85 per cent of the smoke from his chimneys, when, by installing a somewhat costlier but superior device, he may abate from 95 to 98 per cent and at the same time make a corresponding increase in the saving of his fuel. It is pointed out that the higher grade device "can be paid for by the saving of fuel in two or three years; and after it is paid for a much greater saving can be made than by using any of the

cheaper smoke consuming devices." That is a practical argument, stated in plain terms. The best is the cheapest in the end, with smoke consumers as with most other things; and there is the additional inducement, which should have some force with the citizen who has due regard for the public welfare and the attractiveness of his city, that the best smoke consumer, which costs the most and saves the most fuel, also abates the most smoke. Local manufacturers who are skeptical as to these claims are invited to avail themselves

of more detailed and specific informatio in the possession of the Chamber of

The abatement of the smoke nuisance is a problem which is receiving constantly increasing consideration in the large cities. Some municipalities are enforcing smoke ordinances against the railroads. The Chicago and Northwestern Railroad recently ordered that all its switch engines in Chicago and most of its other locomotives entering that city be equipped with a smoke consuming device. The Chicago Tribune, while grateful for the change, points out that the Northwestern "Is not prompted by motives of altruism or by any special desire to obey the law, * * * The Northwestern believes it has found that by a change in the fire boxes of its locumotives it can save nearly one-third on fuel and at the same time make much less smoke. It is about to make the change with the wholly interested object of saving fuel. The smoke consuming feature is a by product."

It is perhaps fortunate for the cause which the Chamber of Commerce has so successfully supported, that it is possible to convince the smoke makers that it is to their interest to abate the smoke nuisance. As the Tribune shrewdly observes, railways are prompt to buitate one another in the adoption of devices which promise to reduce expenses and increase profits, and other roads entering Chicago are likely to follow the example of the Northwestern, as soon as the latter's experiment shall have proved a success. As with railroads, so with individuals-manufacturers who have installed smoke consuming devices and saved fuel thereby can do much for the cause of purer city air known their experience to their more reluctant and incredulous associates,

NOTED FOR ITS CLEAN STREETS

BUT ONE CITY, IT IS SAID, Aug 2 - TER. AND THAT IS WASHINGTON

Rochester Furnishes Remarkable IIlustrations of the Durability of Asphalt Pavement, Says W. S. Crandall, of the Municipal News

In the first issue of the Municipal News, a weekly journal that William S. Crandall, who was for many years editor of a well who was for many years editor of a well known municipal magazine, is about to pub-lish. Rochester, its government, parks, pub-lic buildings, streets and other notable fea-tures likely to impress a visitor, will be the city to which especial consideration will be city to which especial consideration will be given. The paper will be published in New York. Municipal News is a new name for an old publication, which Mr. Crandall, as editor and proprietor, is converting into a weekly with a magazine number once a month. He has been in Rachester for some days, getting material for the initial number of his paper. Speaking of it yesterday after-noon, he said:

noon, he said:
"In the Issue of the Municipal News for September 4th will appear an eighteen page illustrated article about the city of Roches-ter. This will include a review of Mayor ter. This will include a review of saids.
Cutter's excellent administration and a description of the administrative features of each department of the government. The Department of Public Works, Department of Public Safety, Park Commission, Department of Justice, Department of Law, etc."

Mr. Crandall has visited practically all of the large cities of the country. He finds in Rachester a number of conditions that discrete

the large cities of the country. He must be Rochester a number of conditions that distinguish the city, not the least important of which is its countiness. Speaking of this and other things yesterday, he said:

Rochester's Clean Streets. "A visitor to Rochester who had been investigating numerical conditions would be impressed first with the cleanliness of the streets, the fine condition of the payements and the well-kept appearance of the city gen-

"I have looked into the cost of keeping the "I have looked into the cost of keeping the streets clean here, and I find that it is considerably less than in most American eities. In fact, there is only one that I know to be better kept, and that is the city of Washington, where smooth pavements prevail, cheap labor is to be had and hand pickup aweepers are used on most of the streets. sweepers are used on most of the streets.

In Washington it costs about 17 cents a thousand square yards to clean the streets.

Taking all things into consideration, however, Rochester compares with this figure

specimens of Medina stone payement found in Rochester are unexcelled in any city. It is greatly to the credit of the Bureau of Engineering that instead of laying the rougher Belgian and granite block pave-ments it has used Medina block almost with-

out exception.
"It is well known in the engineering pro fession that Medina stone will not wear 'turtleback' and become slippery, so forming an unsafe footing for horses and a paven so rough that it materially damages all vehicles, light or heavy. It is also known that Medina stone wears even, maintaining a uniform surface and reducing to the min a uniform surface and reducing to the mini-mum the defects of the stone block pave-ment. There are certain streets in every-city where a stone pavement is required be-cause of the heavy traffic, and it is generally considered better practice to use Medina-stone than either Belgian or grante block.

Durable Asphalt Povements. "It may not be generally known that Rochester possesses some of the best speci-mens of asphalt payement to be found in the United States. Twenty-one years ago, when W. Stewart Smith was first assistant engineer, an asphalt pavement was laid in Alexander street by the Warren-Scharff Company. This pavement is in good condicompany. This pavement is in good lon to-day, and is an excellent illustration of what a properly constructed asphalt paveof what a properly constructed asphalt pave-ment may be. The fact that it has been in continuous service for that length of time to the durability and continuous service for that length of time speaks volumes as to its durability and quality. The same may be said of the rock asphait pavement laid in Lake avenue eighteen years ago. These are two remark-able examples of asphalt pavement laid by what might be termed the old-line companies in the asphalt business, which are now represented by the Barber Asphalt Company.

" Following the example of the metropolis, creo-resinate wood block and bitulithic paveents, the two morn forms of payement. In this connection to e warning should be giv-en not to confuse the old Nicholson wood block or the cedar block pavements with this later form of wood block, for they were fallures, while the cree-resinate wood pavement is among the most used pavements in European and Engitsh cities, such as London,

· Bitulithic pavement is really the newest form of street pavement introduced American citizens. It was invented by the late Frederick J. Warren, who, it may be i-teresting to know, was the foreman chara of the construction work in the layno, and to-day it is said lying this pavement in nearly one but are american cities.

"The question of paving, the discussion of the best methods in park development of the best methods in park development, street cleaning, fire protection service, police matters and, in fact, every phase of municipal affairs will be taken up once a week in the Municipal News.

"Six years ago I visited Rochester for the less than to have a serviced by the company of the less than to have the company of the less than the l

first time, to investigate its municipal af-fairs, and I am pleased to learn on my re-turn that Mayor Cutler has during his adnistration made some permanent improve-nts that were needed at that time. Among iese are the construction of precinct polic tions, the reorganization of the Police Department on metropolitin lines and the great improvement of the Fire Department by the addition of apparatus. The construction of new headquarters for the Fire Department will be another Important step

"In describing the city of Rochester in he Municipal News I shall take particular leasure in making the story as attractive as possible, for personal reasons. I call Rochester my home city, although I am not a native of it. My wife was a resident here."

SUGGESTIONS AS TO SMOKE U. HO ORDINANCE

Made by Smoke Committee of Rochester Chamber of Commerce.

They Are Made After a Study by the Committee of the Conditions in This City.

ecommend That Manufacturers Using Soft Coal Put in Some Kind of a Stoker.

The Common Council having passed a The Common Council naving passed a smoke ordinance and the mayor having approved it, the smoke committee of the Chamber of Commerce has studied conditions in Rochester and would make the following suggestions or recomme

First-For all-low pressure boilers or bollers for heating purposes only hard (buckwheat) coal should be used. It will cost no more than soft coal, keep a steadler fire and is easier to take care of. Since the warm weather there has been but very little smoke in the central or mercantile business part of the city. Only a few chimneys of small manufacturing concerns issue smoke in that reat of the city is caused by boilers now, showing that most of the smoke in that part of the city is caused by boilers used for heating purposes only. Measrs, Sibley, Lindsay & Curr Company are using hard coal to heat their Grante block, which shows that large blocks can be heated by hard coal, saving all smoke and costing no more than soft

coal.

Second—Would recommend all manufacturers using two or three tons of soft coal a day to put in some kind of a stoker where conditions are such that it can be done, for the stoker can be paid for by the saving of fuel in two or three years, and after it is paid for a much greater saving can be made than by using any of the cheaper smoke-consuming devices. More than that, the best stokers will abate from \$5 to \$8 per cent of the smoke, while the cheaper smoke devices do not claim to abate more than 75 to \$5 per cent. Surely all manufacturers will make an effort to abate all the smoke possible, esther will Second-Would recommend all manufort to abate all the smoke possible, especially as the smoke device that will abate the most smoke will eventually save the most money.

There are several stokers on the marginal process of the marginal process.

There are several stokers on the mar-ket which give entire satisfaction, and no doubt their representatives will call on those who are in need of stokers. As to the cheaper devices for small plants, there are several that give general sat-tefaction. them may be obtained through com-munication with the Chamber of Com-merce or by personal call at the rooms

feet until June 1st next, it is hoped that luring the fall so as to get full benefit

Implements of payment and more and to the Secretary of payment and more and the control of payment and the control of pa

Gathering in Chicago. Monday evening to attend the National Reciprocity conference which will open this morning at the Illinois Theatre in Chicago. The conference will be attended by representatives of boards of trade, manufacturers' associations, farmers and breeders' associations from all over the country.

The convention will deal with the prob-The convention will deal with the prob-lem presented to the United States by the important changes that have or are about to take place in the tariff systems of nearly all the continental countries which have, or have under contemplation the adoption of high protective duties. Besides this marked increase in tariff duties adopted by European countries, most of these nations have adopted a dual tariff system, under which they apmost of these nations have adopted a dual tariff system, under which they ap-ply a maximum or general tariff on ordi-nary imports, and minimum separate or conventional duties to those nations which make reciprocal concessions in their rates of duty, the difference in the two rates of duty, or the maximum and minimum tariff respectively, running from 15 to 75 per cent. It is asserted the result of these new tariff systems will the result of these new tariff systems will be disastrous upon the export trade of the United States. In addition to the high rates imposed upon the United States, products will meet with the severe competition of other nations to whom the minimum rates are conceded.

THE CHRONIC KICKER ON THE ART OF GETTING HELP

"that the Chamber of Commerce has been having some queer ex-periences as a result of the ads sent out through the country for

skilled help."
"Yes, and so are the people of the Chronical Chroni "Yes, and so are the people of Rochester," replied the Chronic Kicker, "The Chamber of Com-merce and Secretary Ives have pulled off some remarkably odd stunts of late, and the solicitude displayed in the welfare of the stunts of late, and the solicitude displayed in the welfare of the Court Street concern has been intensely pathetic. "That game of to have and to

"That game of to have and to hold is a great thing, but the Chamber's attitude toward skilled labor is not calculated to permanently secure the confidence of the thoroughly tried-out workingman. One of the Chinese puzzles presented by the Chamber of Commerce is as to why it was cles presented by the Chamber of Commerce is as to why it was necessary to seour the country for help when the wants add of the daily papers enable one to size up pretty thoroughly what percentage of skilled help may be obtained."

"Did you see the interview emanating recently from the deventh floor of the Chamber of Commerce building," he con-tinued, "saying that the scarcity of temale help was due to a gen-eral dislike of girls to be classed as servants? It was stated that a girl would rather exercise her energies in any other capacity as servants? It would rather exercise her energies in any other capacity for that reason. The man that made these statements should lose no time in putting sand on his tracks as his wheels are slipping. The girls who have met with the greatest success are those who have done housework, and the Chamber of Commerce couldn't recruit its female force from a better source.

"Those girls who do their little act in an unsanitary factory from 7 until 6 and in planes where the Angelus is a foke, haven't got anything on the servant girl."

"Well, didn't the Chamber of Commerce bring many people to

Commerce bring many people to the city?" asked the Car Starter. "Yes," concluded the Chronic Kicker, "but the hungry will long continue to eat sawdus behind a planing mill." Wise Suggestion in Reference ang, 11-05 to the Smoke Nuisance

Although the new smoke ordinance does not become effective for some months It still behooves manufacturers and all boder uners to at once take the necessary steps for an exact obedience to the bow which has been primarily enacted for the health and comfort of the city, but which in the end will result in the saving of many thousands of dollars to coal con-

President Clinton Rogers of the Chamber of Commerce is now actively engaged in the work of urging boiler users to commence the work of selecting apparatus. He points out wisely that while there are various grades of devices for abuting the smoke nuisance, that the sinkers or best quality will be found more satisfactory in the long run for large manufacturing punits. Although the first cost is greater experience has taught that they are more enouniest in the end than the cheaper smoke-consumers.

One of the most pertinent suggestions made by Mr. Rogers is as follows:

There is one phase of this question which deserves special consideration. When the big anthracite coal strike occurred several years ago many establishments, such as stores, apartment houses, commercial buildings, hospitals and churches, changed from the use of hard coal in their furnaces for heating their buildings to the use of soft coal. When the strike trouble ended, instead of resuming the use of hard coal day continued the use of bituminous coal on account of the saving in cost. Many of these establishments are located in the center of the city, and some of them in the residence districts, through the use of smoke-producing coal, they are a perpetual nuisance in cold weather on account of the dense volumes of sooty, sticky smoke pouring from their enimneys and smutting the buildings, the furnishings and the clothing of the entire neighborhood.

If the cost of returning to the use of hard coat were much greater "If the cost of returning to the use of hard coal were much greater than it is, it would be supposed the proprietors or managers of these establishments would have sufficient regard for the public welfare and for the good opinion of their neighbors to abandon the practice which is so offensive to the public. They were able to carry on their business before the authracite strike with hard coal, probably at a profit, and they could do so now if they were willing to sacrifice some of the difference in price between bituminous and anthracite coal; but as a matter of fact hard coal for furnace use, of the buckwheat veriety, can be bought for \$3 per ton delivered, which is but little more than they are now paying for soft coal. Some expense may be incurred in changing grades, but after all is done the use of hard coal will be found more reconomical, and the smoke cvil will be abolished."

This suggestion by a man who has made so therough a study of the smoke nuisance should be accepted as trustworthy and adopted.

RECIPROCITY CONVENTION AT CHICAGO

Hundreds of Millions of Dollars Represented by Gath= ering in Windy City.

Delegates Want Removal of Barriers That Limit the Expansion of American Commerce.

Believe That Senate is Controlled by Monopolies and Trusts and Will Give No Relief to People.

CHICAGO, Aug. 16.-From east, west, was more pronounced than perhaps ever has been manifested over a semi-political conclave in this country.

Addresses are to be made by Gov.

Densen, S. B. Packard, former Governor

of Iowa: E. N. Poss of Boston, Senator Culling of Illnois, Mayor Dunne and Gov. Cummins of Iowa. Gov. La Follette of Wisconsin, ex-Gov. Van Sant of Minnesota and Gov. Hanley of Indiana are expected to attend.

The general discussions will have a scope from the primary economic needs of the country to technical and legal questions on special interests.

The movement originated with the al Livestock Exchange. That body will present for discussion and action the adverse German tariff legislation and

forts before the Senate to cause a reduction in duties. We have reached that point in our history when it has become imperative that control of the government be wrested from the monopolies and trusts. The so-called common people must share the unparalleled prosperity of this rich country, or the future with result is a physicaparament has always will result as misgovernment has always resulted, in disaster for all classes. Some north and south representatives of livestock, agricultural, manufacturing and
trade organizations met in Chicago today in an effort to force the removal of
the barriers that limit the expansion of
American commerce. A fair chance for
access to the markets of the world is the
object sought by delegates to the national
reciprocity conference which opened at
the Hitnois Theater this morning. The terests involved aggregate hundreds of duced almost to the vanishing point so millions of dollars in capital and annual output, the men behind them are those We are willing that proportional reducwhose energy has made the United States great in the eyes of the commercial world. The interest apparent on every hand

8-16-0 5 ROCHES

WITH ROCHESTER AS THE HOST Suggestion That Country Folks be Invited

to the City for a Day. Henry V. Woodward, president of the Western Paper Company of this city, has sent to President Clinton Rogers, of the Chamber of Commerce, in which he suggests that a day be fixed on which the people from the towns in and countles surrounding Mon-roe county be invited to come to Rochester for a day's entertainment. Mr. Rogers said last night that he had not received the letter and could not say what would be done.

smace, that the slowers of best quality long run for lorge manufacturing atter experience hus taught that they the cheaper smoke-consumers.

In made by Mr. Rosers is as follows: the cheaper smoke-consumers.

In made by Mr. Rosers is as follows: the cheaper smoke-consumers.

In which deserves apeculy one-consumers.

In which deserves apeculy one-consumers are consumers and churches, charged from the cheaper of particular to buses, and churches, charged from the for heating their buildings to the trouble ended, instead of resumenting the trouble ended, instead of resumenting the trouble ended, instead of resumenting the choling of the entire neighbor conduction of the dense volumes of their entire neighbors are permanently as the choling of the entire neighbors are of hard coal were much greater be proprietized or managers of sufficient regard for the public of their neighbors a abandon the public of their neighbors as a bandon the public of

ber might arrange the programme. A band concert and a prize competition between bands of near-by towns in one of the city parks is one of the suggested fea-The matter will probably receive consid-

> WOULD INVITE NEIGHBORS IN Chamber of Commerce Asked to Fix Day for Receiving Residents of Adjacent Villages and Country.

The Chamber of Commerce has been asked to Px a day when country folk and villagers from sections adjacent to Rechester can be invited to come to the city, see the sights and be entertained. In a letter to Clinton B. Rogers, president of the Chamber of Commerce, Henry V. Woodward makes such a susgestion, stating that people within a radius of fifty miles of the city have a friendly feeling for Rochester and that this feeling can be made of mutual interest. f mutual interest.

Many attractions are suggested for the

Many attractions are suggested for the entertainment of the visitors, including band concerts and other forms of amusement. The Chamber of Commerce has taken no action on the suggestion as yet, but the proposition may be favorably considered

RECIPROCITY LEAGUE

P. E. MEETS IN CHICAGO

Home Market Club Audaciously Sends

Circulars to Delegates Denying the

Object of Their Meeting.

Chicago, Aug. 16.—The National Re-

procity conference began a two days'

rom all parts of the country having as-

embled to discuss reciprocal trade re-

tions with other countries, amendment

of the Dingley Tariff law, alterations of

the state commerce laws and kindred

Manufacturers from the Eastern states

of the convention, John E. Wilder, pres-

ident of the Illinois Manufacturers asso-

usly accepted. Withiam R. Caldwell, of New York, was

chosen secretary pro tem, and Frederick Larrabe, of Iowa, asistant secretary pro-

Clinb of Roston, assailing the reciprocity movement and backing up the attack with an aleged better from John M. Car-son, chief of the burean of manufactures

The Carson letter was dated July 22d

"The department has no information

The communication further sets forth that the department had "no copies of the new German tarift." This admission was taken by Mr. Clarke as the basis of

an argument seeking to show that there was no need of a reciprocity conference.

were distributed among the delegates.

PO CITY MAY PLAY THE HOST.

Tolyecple of Near-by Villages Sugges-tion by Henry V. Woodward.

Henry V. Woodward, president of the Western Paper company, has written a let-

ter to President Clinton Rogers of the

ter to President Clinton Hogers of the Chamber of Commerce suggesting that a day be fixed in September for the enter-tainment of people of the surrounding vil-lages. He thinks low rates of transporta-

tion could be easily arranged with the rull-roads and that a committee of the cham-

the sessions. Nearly a hur

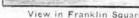
are well represented at the conference. The conference was called to order this







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> Michaels-Stern Fine Clothing

expresses all that's most exclusively smartu fashion-all that's best in fabrics and worknamship.

Write for more information, name of retailer and our new booklet, "Styles from Life," "REE.

Michaels, Stern & Co., Manufacturers, Rochester, New 'ork.



A City of Homes.

home of his own than Rochester. The reason is simple, for the city has a greater diversity of industries than any other place of its size, and all cases and employment with opportunities for advancement by the

The Flower City.



Non-Alcoholic Sterilized

Carbonated

Made from the finest se= lected juicy apples, leaves no webby feel= ing in the head or bad taste in the mouth.

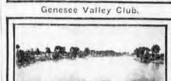


ALLIANCE BANK, ROCHESTER, N. Y.

ROCHESTER

SAVINGS BANK,













Secretary Ives' Employment Agency-It Might Well Be Maintained for the General Good Since Secretary Ives of the Chamber of Commerce volunteered to secure

help for the Cluett, Peabody & Co. factory, which proposes to move here from Troy he has been inundated, he declares, with general applications for employment. Now he is worried, and he notifies working people that he is conducting no employment bureau and applicants for jobs need no longer apply. "We simply offered to secure enough people for Cluett, Peabody & Co," says Mr. Ives. "It is of course in line with the work of the Chamber of Commerce to assist them in securing help they needed to bring the business to the city."

But should such exclusive employment bureau work be the policy of the Chamber of Commerce? Should not the Chamber of Commerce be as solicitous for the welfare of labor generally in the city as for that of the manufacturer? For the broad business welfare of the city isn't it as necessary that labor should be employed and receive good wages as that the city should secure new industry? Is anything to be gained in getting industries here regardless of the condition of the labor to be employed? Cheap labor may be exclusively beneficial to the manufacturer and not at all beneficial to the general trade of the city which the Chamber of Commerce is sup-

Clueit, Peabody & Co. are coming to Rochester because of labor troubles. Their starchers struck because of a cut in their wages. It is declared by labor interests that this firm pays wretched wages, on a scale much lower than that paid in Rochester for similar work. Supposing that the Cluett factory's coming to Rochester should tend to break down present scales of wages, maintained to a large extent by labor organizations, would that benefit the merchants of Rochester which the Chamber of Commerce is solicitous about protecting? A general lowering of wages in Rochester would take just so much money out of the pockets of the merchants. The workingman would have less money to spend. Surely this is a matter of important consideration for the Chamber of Commerce. If the charge that the Chamber of Commerce held out the inducement of cheap labor to the Cluett-Peabody Company is true, it made a grievous mistake if it thought it was thereby adding to the prosperity of Rochester.

Even Secretary Ives deprecates the present condition of labor, though he seems to be busy making it worse by cheapening it for the rather vain official satisfaction of bringing a new industry to the city. His forebodings are such that he begs not to be mistaken for a Socialist, and he says, after declaring that concentration of capital is menacing economic and political

"Rents get higher as the cities grow, while wages do not materially increase. IT IS GETTING HARDER EVERY DAY FOR THE WORKING CLASS TO LIVE IN THE

The only thing for the workingman to do is to go into the country where there is a demand for harvest hands, is Mr. Ives' opinion, and yet there is not so much a scarcity of work in the cities as of good wages. Mr. Ives shows this himself. There is practically an unlimited demand for the cheap labor of women and girls and children.

Certainly the labor problem ought to enlist the most earnest attention of Chambers of Commerce, even from the standpoint of the special interest of the employers. The more prosperous the condition of labor the more prosperous the merchants, because there is money to spend in the hands

The Rochester Chamber of Commerce, in view of the conditions presented by Secretary Ives himself, would be in better business acting as an employment bureau for the whole population rather than for one concern seeking a class of labor which does not promise to be of any particular benefit to the city. The merchants should not forget that they cannot be benefited by new industry if the general purchasing power of the mass of working people, their patrons, is lowered.

Much Less Smoke.

A view of Rochester two months ago wed dense clouds of black smoke pouring from many chimneys, but there now much less. The decrease has been due in large measure to the agitaion of the Chamber of Commerce, fo the new anti-smoke ordinance has not

Many of our manufacturers have adopted the suggestions made by the officials of the chamber and have either begun to burn hard coul instead of soft, hereby conceding the soundness of the arguments made against the dens clouds of black smoke, which are not only harmful to property but detrimen

It is to be hoped that the willingness better conditions without waiting for the law to go into effect will be followed by all others who are now using cost less than smoke consumers, and that the expense of burning hard con known as "buckwheat" is no greater than that of burning soft coal. If this is so, and we are assured that it is, why should there be any delay in making the change? During the coal strike man of our manufacturers changed from hard nal to soft coal. Why not change back now and eliminate the smoke? Let us as possible Comments

Central Library of Rochester and Monroe County

TEFOR RECIPROCITY TO THE PORT OF THE PORT

But a bare majority might be obtained In that body for a maximum and minimum tariff law that would meet the needs of the time. It now appears probable that the convention will abandon the reciprocity plan as an impossible one under present conditions, and that the tariff problem will be approached di-

gate to National Conference.

Post St Mass of 15, . I

To-night - Two Days' Session in

Billnois Theater-Many Rusiness

Associations Give Endorsement.

John M. Ives will leave for Chicago to-

conference as representative of the Roch-

ester Chamber of Commerce. The con-

vention will open to-morrow morning in

the Illinois theater, and will be attend-

ed by representatives of boards of trade,

manufacturers, tarmers and breeders'

large amount of Rochester flour, shoes,

clothing, telephones, machine tools, cam-

era and optical supplies, apples and oils

exported makes the matter one of serious

to business men generally.

interest to members of the Chamber and

The convention will deal with the The convention will deal with the problem presented to the United States by the important changes that have or are about to take place in the tariff systems of nearly all the continental

countries which have, or have under con-templation the adoption of high protec-tive duties. Resides this marked increase

tive duties: hesides this marked increase in tariff duties adopted by Europ an countries, most of these nations have adopted a dual tariff—system, under which they apply a maximum or general

which they apply a maximum assumed tariff on ordinary imports, and minimum separate or conventional duties to these nations which make reciprocal concessions in their rates of duty, the difference in the two rates of duty, of the

maximum and minimum tariff respec-fively, running from 15 to 75 per cent. It is asserted the result of these new tar-

iff systems will be disastrons upon the export trade of the United States. In

addition to the high rates imposed upon the United States, products will meet with the severe competition of other na-

tions to whom the minimum rates are

was more than two-thirds of our total

The convention that will meet in Chi-

cago to-more a poley of recipro-resolutions favoring a poley of recipro-cal trade relations with the countries of Europe on the plea that by such means only out the export trade of the United

only oan the export trade of the Chief States be preserved and extended. A committee will be appointed to urge action by congress and the president.

W. R. Stone, of this city, secretary-treasurer of the Associated Manufacturers of Saddlery Accessories, sent a letter to Secretary Ives of the chamber this greater against that at the meeting states are states that at the meeting states are states as a state of the chamber at the states are states as a state of the chamber at the states are states as a state of the chamber at the states are states as a state of the chamber at the states are states as a state of the chamber at the states are states as a state of the chamber at the states are states as a state of the chamber at the states are states as a state of the chamber at the states are states as a state of the chamber at the states are states as a state of the chamber at the states are states as a state of the chamber at the states are states as a state of the chamber at the states are states as a state of the chamber at the states are states as a state of the chamber at the states are states as a state of the chamber at the states are states as a state of the chamber at the states are states as a state of the chamber at the states are states as a state of the states are states as a state of the chamber at the states are states as a state of the states are

this morning stating that at the meet

this morning stating that at the megi-ing of the executive committee of the or-ganization in Buffalo August 3d, defe-gates were elected to attend the reciproc-ity conference. Letters were also re-

ceived and discussed relating to the tax upon compercial travelers who enter Canada from the United States. Pa-

pers were read from United States sena-tors as to the taking up of the matter through the state department at Wash-ington. They advised that it would be

best to begin the agitation through local boards of trade. The Rochester Cham-

boards of trade. The Roberts of the ber is asked to take action.

A letter, signed by the National Live Stock association, American Stock Growers' association, Corn Beit Meat Producers' association, National Live Stock Exchange, American Short Horn Breeders' association, Cattle Ralsers' association, Cattl

Breeders' association, Cattle Raisers as-sociation of Texas, American Aberdeen

Angua Erecaers' association, American Galloway Breeders' association, American Hereford Breeders' association, Millers' National congress, Board of Trade of the city of Chicago, Chicago Commercial

the city of Chicago, Chicago Commercial association, Illinois Manufacturers' as-sociation, National Association of Agri-cultural Implement and Vehicle Manu-facturers, was received by Mr. Ives this

morning emphatically indersing the pur poses of the riciprocity conference,

The Maximum and Minimum Tariff Plan.

In taking the chair as permanent

President of the reciprocity convention

at Chicago yesterday Mr. S. P. Packard.

of Iowa, stated the case in favor of the

"dual tariff" plan, as a substitute for

the reciprocity plan, as follows: "It

seems expedient that Congress pass a

and minimum rates, which may be used

by the President in extending our mar-

kets abroad. We can set about selecting

a House of Representatives that will

pass such a law and we will have at

least the advantage in the Senate of a

possible majority instead of an impos-

sible two-thirds. If our President to-day

had the power, under a maximum and

minimum tariff law, he would do some

Yankee 'dickering' with foreign coun-

This same note was sounded in vari-

ous ways by others in discussing the

subject. The prevailing conviction of the

convention seems to be that reciprocity.

with the United States Senate consti-

tuted as it now is, and as it is sure to

be at least for some years to come, is

out of the question. The two-thirds majority required for the ratification of a

new tariff law providing for maxim

issociations, throughout the country. The

night to attend the National Reciprocity

rectly rather than by a circultous route. A remarkable feature of this important convention is the open distrust of the United States Senate that has found expression in the speeches of those leading the movement against present tariff conditions. It is, we believe, the sentiment of the entire country that this distrust is fustified by the Senato's obvious tendency to protect the interests of the tariff-nourished trusts. Such a state of things may well be regarded with apprehension by all thoughtful

RECIPROCITY LEAGUE

Post Ex 17-05.

Home Market Club Audaciously Sends Circulars to Delegates Denying the Object of Their Meeting.

From Yesterday's Last Edition. session at Illinois theater, 600 delegates from all parts of the country raving as-sembled to discuss reciprocal frade re-lations with other countries, amendment of the Dingley Tariff law, alterations of the state commerce laws and kindred

Manufacturers from the Eastern states are well represented at the conference.

The conference was called to order this morning by A. D. Sanders of Chicago, who nominated as temporary chairman of the convention, John E. Wilder, president of the Ulinois Manufacturers association.

usly accepted.
William R. Caldwell, of New York, was chosen secretary pro tem, and Frederick Larrabe, if Iowa, assistant secretary protem. After addresses by Governor De-neen and Mayor Dunne, committees on eredentials and permanent organization

and order of business were appointed. Considerable excitement was caused before the proceedings started by the dis-Club of Boston, assaling the recip movement and backing up the a with an alleged letter from John M. Car son, chief of the bureau of manufacture in the department of commerce and la

The Carson letter was dated July 22d

"The department has no information regarding the adoption by the principal nations of continental Europe of high tariff rates."

The communication further sets forth that the department had "no copies of the new German tariff." This admission was taken by Mr. Ciarke as the basis of

pamphlets was shown to the door by E. M. Skinner of the executive committee of the conference, and strict instructions were issued that he be kept out during

DUAL TARIFF, NEW SLOGAN

Call for "Reciprocity" to be Abandoned.

TO CHANGE TITLE

Reciprocity Conference at Chicago.

HIGH AND LOW SYSTEM

Delegates Say Reciprocity Means FreeTrade, When What They Want is a Maximum and Minimum Tariff Law - Destrability of a Dual Tariff Explained-Political Issue - Jug. 17-

Chicago, Aug. 16 .- "Dual Tariff" in all probability is the war cry that will ring through the United States for some years to come instead of the familiar call for "reciprocity." The new slogan means the passage of a "maximum and minimum" tariff law, permitting the establishment of reciprocal trade relations with friendly foreign countries by Congress. Alvin H. Sanders, charman of the

of reciprocity that we enjoy to-day

public confidence and the support of all parties. Congress would hesitate to ignore the findings of such a body, supported by the intelligent interests and approval of the country. There might be disagrees of an modification by Congress, which would be wholly proper, but if the spirit of the log Islation requested by the commission were violated, or its hone-fleent purpose destroyed.

A concise statement of the availability and the desirability of the dual tariff as against reciprocity was made by Senator Shelby M. Cullom of Illinois, who said in The West is almost unanimously in favor

most solidly against it, the minority in the Senate is divided, reciprocity under the feurth section of the Dingley act has falled. I believe that the Dingley rates are sur-dicintly high to warrant our entering into reciprocal arrangements with Central and South American countries with European na

war cry, Mr. Sanders broached his sug-gestion to a few friends after the word

reciprocity had received some rough hand-

It is considered now probable that the

tariff league, and organization to have a

permanent form for the purpose of educat-

ng legislators and voters in the rinciples

"I condemn the word 'reciprocity' " said

L. E. Lincoln, of the Buffalo Livestock

Association, who addressed the conference

to-day. "In the minds of many voters

reciprocity' means nothing else than 'free

trade' and free trade is not the object for

This statement elicited a round of hearty applause, which broke forth anew when James F. Parker, chairman of the New York Produce Exchange delegation, made a similar declaration. Mr. Lincoln suggested as a title for the organization about to be formed, the "High and Low Traffic League." He believed an organization

with branches in every state could effice tively accomplish its purpose. Both Lin coin and Parker asserted that "reciprocity"

had outlived its usefulness, and must go.

But none of these appeared to meet the

or of the men who heard them

Other suggestions for a title were tariff clasticity, moderation," or "adjustment."

which this conference is called."

of the "high and low" system of duties,

met approval among the delegates.

I prefer the adoption of the principle of reciprocity as a means of retaining and ex-tending our foreign markets, as a means of cutetly, with our interruption of our business conditions revising where freessary, the tar-iff, as a means of preventing discrimination against our products such as Germany and

other nations now propose to make. But if we cannot secure the ratification that was seriously considered by the Com mittee on Foreign Heintions more than two years ago when a became apparent that the reciprocity treaties could not be ratified, and that is the adoption of a maximum and mininoum tariff. By that I mean the adoption of an arrangement by set of Congress, some-what similar to that in force in France, fave a maintain tariff applicable to all na-tions which give our products the most favored nation treatment, and a maximum tariff say 25 per cent. higher, to apply to nations which discriminate against our products.

The adoption of these principles would not

accomplish for our foreign trade all that reciprocity would accomplish. It would not open any extensive new markets for our products; but it would prevent discrimina-tion. A maximum and milamum tariff is more in the way of retallation but some thing must be done, and if we cannot receive reciprocity I shall favor the enactment of a law by congress providing a maximum tariff to be applicable to every nation that disininates against our products.

lows: Chairman, S. P. Packard, Iowa; first vice-chairman, William C. Maybury, Michigan; second vice-chairman, I. T. Prior, Texas; third vice-chairman, Andrey Webster, Massachusetts; secretary, William R. Corwine, Iowa; assistant secretary, Frederick Larrabee, Iowa On asuming the gavel Mr. Packard said:
"The farmers of this country have no

sympathy for the tariff war as the means of forcing concessions in forcign markets.
"It seems expedient that Congress pass a new tariff law providing for maximum and minimum rates, which may be used by the President in extending our markets abroad. We can set about selecting a House of Representatives that will pass such a law and we will have at least the advantage in the Senate of a possible majority instead of an impossible

Chairman Packard announced the com-Charman Fackard annouaced the committee on resolutions including E. N. Floss, Massachusetts, chairman; Edward D. Page, New York; A. B. Farquhar, Pennsylvania and Thomas P. Egan, Ohio, Engene N. Foss, of Boston, spoke on "Reciprocity as a Political Issue," He would be next.

last is to be given its rightful place in one economic system, we yet must recognize the ly and scientifically. It is easy to proper but difficult to execute; we must avail or selves of the highest skill, the ripest know edge and the broadest experience to modify

ing old or framing new legislation.

Whether or not it shall appear that the maximum and minimum tariff system is advisable, as some of us are inclined to be the country will demand that the who contatives. It is to them that we should be able to look for relief. if, however, by reason of improper control, sectional con-siderations, prejudice or partisanship, there are not to be found in that body men whom

proved equal to the task of such discovery.

ted him long ago to this cause; had it no been for his resolute advocacy, with Congres we would not enjoy with Cuba the measur

In the working out of a practical scheme of reciprocity the country will need the interest, the influence and the co-operation of the farmer, the merchant, the manufacturer, the financiar, the skipper, the inducer, the wage earner, the professional or salaried class as well as the common of the specialist, the colonial administrator, the wise diplomat of the order of the lamented John Hay. All these interests should be effectively repre bented in the committee or commission to be charged with the duty of malitating an economic system which shall be equitable, permadent and flexible.

Such a commission as this would command

Let us not decrive cursolves regarding the German situation. It is not Germany alons with which we have to deal, but #1 Europe all of the civilized world. Germany is only the leader. I believe, broadly speaking, tha the peace and prosperky of the twentleth century is dependent in great degree, upon wisdom and skill with which our statesmen meet the situation with which we are now confronted. In the direction of greatest breadth and liberality ites the guarantee of universal peace. Democrata

WANTS TO BETTER TRADE RELATIONS

RECIPROCITY CONFERENCE PLANS CAMPAIGN.

WAR ON "STAND PATTERS'

Governor Cummings Says it is Time for Those Who Favor Reciprocity to Come Out in the Open-Permanent Organization is Effected.

Chicago, Aug. 17.—The recignacity con-ference called to devise means of better-ing the trade relations between the United states and foreign countries finished its work to-day, arranged for a committee of lifteen to prosecute the plans of the con-vention and formed a permanent organization to be styled the American Reciprocal Parial League. The convention committee was appointed by the chair with full power to organize and promote the work for which the convention assembled.

The resolutions adopted advocate a muxinium and a minimum tariff and suggest that reciprocal concessions be arranged by a permanent tariff commission to be cre-ated by Congress and to be appointed by the President. the President

The principal speaker at to-day's session was Governor A. M. Cummings, of Iowa, who was frequently interrupted with aprearious applause. Among the other speakers were Edward Rosewater, of Omaha, former Mayor W. C. Maybury, of Detroit, and E. G. Lockridge, of Indiana.

Declaration of political war on the "stand patters" in Congress and throughout the country was demanded by Governor A. B. Cummings, of Iowa, in his adress. He said in part:

I do not pretend to be master of the su

It is useless to try to the obvious fact that it duce reciprocity as an the government have far well-interflowed intelligent beved and still believe destruction of the system which the great majority firmly and I hope endus have been a constant adorprotection. It is, neverthat I have not hesitate schedules through which present curried for effectively also been a constant adorprotection. It is, neverthat I have not hesitate schedules through which present curried for effective that it was not originally

tion was finally taken up. There was a diversity of opinion as to the number of committeemen, and after a heated debate the following resolution was adopted: We recommend that a permanent organized formed under the style of the American ciprocal Tariff League and that a committee freen be appointed by the chair to have fifteen be appointed by the chair to power to organize and fartner to up rower for which the convention had Said committee shall have power to membership and to fall reconciled to the chairman be requested to the committee on arrangements and organizations represented at this contains the time needed for the proper members. With the adoption of this resolution the conference adjourned sine disWANT TO INVEST MONEY HERE Men Who Desire to Come to City Have

Capital to Put Into Business. Two men have written to the Chamber of Commerce, asking if it can suggest a business in which they can invest money, s they desire to come to this city. One of these men has \$5,000 and the other \$10,000 to invest, and each is ready either to buy a business with his capital or in-vest it in a larger one, provided one that

seems a safe investment is offered.

John M. Ives, secretary of the chamber, desires that any one who can offer such an investment as is desired shall communicate with him, and he will refer them to the men who have written to him. These men, he says, are desirale citizens and will bring their families to the city if they can get into hysicass here. can get into business here.

ASKS FOR FRANCHISE TO BRING NIAGARA'S POWER INTO THIS CITY

Niagara Falls Electrical Transmission Company Applies for Permission to Place Wires, Cables, Conduits and Poles in Streets.

This Corporation Recently Purchased All Lighting Plants in Cities and Towns Between Niagara Falls and Rochester-May Compete with Railway and Light Co.-Frederick Nicholl President.

1 4-18-0 Definite action has at last been taken toward the realization of the project of bringing electrical power from Niagara Falls to this city. The Niagara Falls Electrical Transmission Company, of Niagara Falls, made written application yesterday to the Mayor, through its attorneys, Dudley, Gray & Highlands, for a franchise signs, with the statement of selling power. I must decline to give chise giving it the right to place poles, wires, cables and conduits in the streets. alleys and public places of the city

to transmit and sell light and power. The Mayor would not discuss the application. He said it had been received and filed. The Mayor's policy in the matter of franchises is well defined and is known to the public. It is believed that he will in sist that the Niagara Falls transmission company shall give full information as t what it is and of its intents and purposes and also that it shall file a map showing the streets it desires to occupy, before the question of granting a franchise is even

considered by the city.

Inquiry among officials of the Rocheste lighting companies as to the identity of the company making the application developed the fact that it is practically unknown in

It was learned last night that Rear-Com modore Frederick Nicholl, of Toronto owner of the Canadian yacht Temerals. the challenger for the Canada's cup, now at Charlotte, is the president of the Niag-ara Falls Transmission Company and that Frank A. Dudley of Niagara Falls, is its

Frank A. Dudley, of the firm of Dudley, Gray, and Highlands, of Niagara Falls, said to a Democrat and Chronicle repre-

"The Niagara Falls Electrical Trans mission Company is a company formed under the transportation laws for the purside of the boundary line from the plant of the Electric Development Company of Ontario, which is one of the power plants on the Canadian side of the Niagara river, The president of the company is Frederick Nicholl, who is the owenr of the Canalotte. I am the vice-president. The capdian challenger, Temeratre, now at Char to carry on our enterprises.

"It is true that we have served notic of an application for a franchise in Roch ester on Mayor James G. Cutler. application was in writing and come from the attorneys of the transmission com-pany, Dudley, Gray & Highlands, I supcourse and a hearing in the matter will be arranged for. Then our aims and desires will be made clear and maps also and

other steps taken, "The Niagara Fulls Electrical Transmission Company has recently purchased the lighting plants in the villages and cities between Ningara Falls and Rochester, with the exception of the Lockport plant. Among the lighting and power plants obtained by purchase are those of Siagara Falls, Brockport, Albion and Mid-

"Does the company you represent in tend to compete with the Rochester Railway and Light Company, which is now supplying electricity in this city?" was

"I would rather not say anything about

"Do you intend to try to go into business of lighting Rochester?"
"Well, we are organized for the purpose of selling power. I must decline to give

DAUGHTERS OF ST. GEORGE. National Convention to Open at Chamber of Commerce in This City To-Morrow.

The national convention of the Daugh ters of St. George will be held in this city this week, beginning to morrow. The sessions will be held at the Chamber of Commerce. Delegates will be present from all parts of the country, in-cluding representatives from the Pacific const. The local members of the society are making elaborate preparations for the entertainment of their guests. Among the grand lodge officers expected are: Mrs. Sarah Cookson of Scranton, Pa. president; Mrs. Hannah Walker of At-tleborough, Mass., vice-president; Mrs. M. A. Day of 135 Clinton avenue south, Rochester, recording secretary; Mrs. M . Shettlefield of Columbus, O., finance

ecretary. The Daughters of St. George is an or ganization of English women, auxiliary to the Sons of St. George. It is a bene-dictary society, and has an extensive membership. There are about 130 members in this city.

Many of the delegates will be enter-tained at homes, others stopping at the Osburn House, which will be headquar ters for the convention. To-morrow night there is to be a reception there Officers will probably be elected on Wed-nesday. The Sons of St. George will eniness to come before the convention will receive attention on Thursday. In the evening of that day a number of women will give a drill in which a degree will be worked out, at the armory. Members from San Francisco, Chicago, St. Louis and Brooklyn will participate A. I. Howard, Capt. Simmons of the Eighth Separate Company, and Lieut. Chapin of the First Separate Company will be asked to act as judges. Members of the Howard Commandery, No. 1, Sons of St. George, will assist as ushers. A trolley ride will be given for the

visitors on Friday afternoon. ments have been made to take them to that Friday would be the last day of the convention, but as in all probability some of the business will still be unfin-lshed, the hall has been engaged for Sateday. The national acceptance in two years. urday. The national gatherings are held

The local committee on arrang consists of Mrs. G. Darning, assist William Masten and Mrs. M. A. Dey.

IMMEDIATE TARIFF REFORM DEMANDS

Secretary Ives, Returning From the Reciprocity Conference at Chicago, Says It Was the Opinion of the Convention That a Senate Minority Ought Not to Block Wishes of the People.

AUGUST 21, 1905.

MIDDLE WEST

IS IN EARNEST

Upheaval In Tariff Sentiment,

Says John M. Ives.

BACK FROM THE CONFERENCE

Fight for Reciprocity is to Be Carried

Into Every Congressional District

-Report for the Chamber.

John M. Ives, secretary of the Chamber

of Commerce, returned this morning

from Chicago where he participated in

the deliberations of the national recipro-

city conference the latter part of last

week. What he observed at the gathering, he told a Post Express reporter this morning, convinced him there is an up-

represented by the largest delegations, but many of the foremost men of New England and New York were also present. The delegates numbered 600. The visitor's gallery in the Illine's theater was

thronged at every session, showing the interest taken by the public in the pro-

The principal speakers were Govern

the United States senate.

A. B. Cummins, of Iowa, and Senator Shelby M. Cullom, of Illinois, chairman of the committee on foreign relations of

with the virile personality of Governor Cummins, who came out flatfooted for tariff revision and predicted that the

result of the convention would be an awakening of public sentiment that would smash the "stand pat" policy for all time. He pledged himself to labor

unceasingly for reciprocity when It

Looking Forward to the Dinner.

"We will try to get Governor Cum

"I am not for the modern heresy that

demands exclusion with incidental revenue, he declared amid a storm of ap-

plause. He went on to say that the an-nexation of Texas was the result of joint

legislation and would not have been ac-

complished yet if it had been left to

reaty. Thus the only hope of reciproci-

Striking Points in the Speeches,

"Among the striking things in Gover-nor Cummins' speech was: 'Reciprocity has been coddled in conventions and cru-

ty is joint legislation.

etary Ives was much impress

Secretary Ives of the Chamber of Commerce, returned last night from attending the reciprocity convention held last week in Chicago.

"The sessions of the convention," said Mr. Ives this morning, "were held in the situation that now convention that he was a situation that now convention that the United States should advocate immediate reciprocity by means of a dual maximum and minimum tariff to relieve the strained states.

Mr. Ives this morning, "were held in the lillinois Theater on Jackson Boulevard. try." There were about 600 delegates present, some from as far south as Nashville Tenn., and as far east as Boston. The middle west was perhaps better repre-sented than any other portion of the country. Nebraska and Idahe and the States where cattle raising is the chief in lustry sent the greatest number of delegates. It was originally to be a farmers' convention, but the business men wanted to be represented, too, so it became a general convention to dis-

"I recall but one objection as to the advisability of reciprocity as advocated by the convention and that was from a man from Montana, who said the Wil-son tariff injured the farmer and that rocity in hides and wool would not be to his advantage. The reply to this argument was that someone must be sacrificed and the object of the convention was to find out what interests rep resented the majority and what the

FREE CRITICISM OFFERED. "Although almost all the delegates were Republicans, there was free criti-cism of the neglect of the Republican party to take definite action in the mat-ter of the tariff and live up to its prom-ises. I recall but two Democrats, one from Texas and the other from Kansas, and they were less severe in their ar-raignment of the Republican party than the Republicans themselves. One of the Republican delegates said th for the last two or three campaigns the party had proclaimed the reciprocity that Blaine and McKinley advocated,

but nothing had been done about it by the 'standpatters.'
"The permanent chairman of the conention was S. B. Packard of Marsha town, Iowa. He told us that our ex-port trade had increased but had not kept pace with production and that England was practically our only for-eign market. She takes 66 per cent of cll our meat products, which amount to \$132,000,000. In a free market this trade

mounts to but if per cent.
"Governor Cummins of Iowa was an
enspiring figure in the convention. His aphorisms made a hit. He is something like Bryan in his style of oratory and is being mentioned as a possible candidate for the Presidency. Among other things, he said that if the question of reciprocity continued to be ignored by the administration, the thing to do was to carry the war into every Congressional district and put the question before the voters. In referring to the maximum and minimum tariff, he said:
"This reform has been coddled in convention and crucified in Congress." The Governor made by far the most favorable impression at the convention and the Rochester Chamber of Commerce will try to have him for its chief speaker at the next dinner in Decem-

RETALIATION OR RECIPROCITY? "The convention discussed the German tariff soon to be put in operation and also the French tariff. The decision reached was that there are two courses to be pursued. One of retaliation or one of reciprocity. Either keep them out or meet them in a spirit of fair ex-

change.
"We have always taken advantage of our border. Canada, lying right here at our border. Our tariff to them is 50 per cent on the ime things that they charge us but 25 per-cent on. England is taking the bint that what is good for one country is good for another. Of course she does not produce bread stuffs, but she can tralia, for them

"Among the speakers at the conven-tion were Governor Deneen of Illinois; former Governor Larabee of Iowa; Dr. Mickey of Nebraska: Senator Shelby M Cullom, Chairman of the Committee on Foreign Relations of the United States Senate; Eugene N. Foss of Boston sewater, editor of the Omaha Bee; A. B. Farquhar of Pennsylvania.

THE NEW GERMAN TARIFF.

"Mr. Farquhar said the new German tariff strikes the American farmer the hardest. His wheat, now subject to 32 cents, maximum, must pay 48 cents a bushel; flour goes from \$2.22 to \$3.88 a barrel; live hogs from \$1.43 to \$4.28, and salted meats from \$2.16 to \$4.87 per 100

"Dr. Blackwell, who is 80 years of age, said he had voted for every Republican President from Fremont to Roosevelt and that he thought a minority of the United States Senate ought not to block the wishes of the people in regard to

ned up. I think the sense of the

Will Rochester Set About to Make the Most of

Way to raise the money would be by a

Liber Phrase Capal? It Offers Great Opportunities

The Corrigan & McKinney Company announces that it fall spend \$500,000

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ore in the Lake Superior district of Michigan and boats it to Charlotte. From a little old decaying wreck this company has built up the former Charlotte Iron Works plant to a great institution employing many skilled men and laborers. This practical demonstration of progress is incontrovertible proof of what can be done in the way of building up Rochester when the 1,000-ton barge canal is open between this city and Buffalo.

If Corrigan & McKinney find it profitable to boat ore from far Michigan shores to Charlotte to convert it into saleable product, will not other concerns, in that and other lines, find it profitable to manufacture raw material in Rochester when it has the attraction of cheap rates on big cargoes and adequate harbor facilities in Rochester?

This brings us face to face with an important new opportunity for Rochester-one that Rochester is neglecting-the opportunity to secure by state aid an invaluable river harbor in connection with the barge canal spur. This was the plan recommended by Engineer Cooley, the Mayor's expert who rendered an impartial verdict on the barge canal situation as it con-

It is reasonable to believe that the barge canal can and will be completed between Rochester and Buffalo long before the eastern end is finished. By waking up now, Rochester may be able to line the banks of the Genesee, from Court Street to Plymouth Avenue, wth busy factories and warehouses in this generation, and see a natural harbor well plied with the craft from the great lakes, bringing and taking cargoes that will mean wealth, growth and prosperity to the Flower City.

The agricultural interests of the country are nursed cows for the protected tariff

"After the convention it was declared "After the convention it was declared that the fight would be carried into every congressional district in the country and every republican candidate for congress who will not come out for reciprocity will find himself opposed by an independent. Rechester with her large trade in shoes and flour has a vital interest in the question. My report on the convention will be presented at the next

terest in the question. My report on the convention will be presented at the next meeting of the Chamber trustees.

"The convention provided for the establishment of the American Reciprocity Tariff league, that is expected to throw down the gauntlet to the American Protective Tariff league and organize the country of the country of the country. ight for reform throughout the country fight for reform throughout the country. Senator Cullom's speech, while more conservative than that of Governor Cummins and some of the other delegates from the middle west, was clearly in favor of reciprocity. The New England delegates declared that the new German and French tariffs threatened the extermination of the great export trade of and French taring threatened the exter-mination of the great export trade of that manufacturing locality. Dr. Black-well affirmed that New England depend-ed wholly on her manufactures for her commoncial visitance and it would have free coal, hides and wool to com-pete in the markets of the world." morning, convinced him there is an up-heaval of sentiment on the tariff ques-tion in the Middle West that may result seriously for the re-publican party unless the warning of last week's convention is heeded and assurance of relief from the "stand pat" policy of the present incor-porated in the next national platform. The wool, cattle and grain raising states of Illinois, Iowa, Kansas, Nebraska, Ida-ho, Montana, Minnesota and Texas were represented by the largest delegations,

LIPPING FROM___ DDRESS OF PAPER TU 28 1905 Altric Str 1900 Rochester Needs 1,000 Dwellings.

arriving in Rochester he was unable to find a dwelling house, and after staying at a hotel a week, during which time he made a furtle attempt to find a house, he sent his things back East and went back. The Rochester Chamber of Commerce has adopted a plass to enuse the immediate erection of about 1,000 dwelling houses in Rochester. About 1,000 dwellings are in course of construction in Rochester now, but these are all rented in advance. The city's limits have been extended owing to the city's limits have been extended owing to the city's wonderful growth, and the trolley lines carry thousands to suburban towns for lodging owing to the overcrowded condition of the city.

Current Topics Discussed by Correspondents of the Democrat and Chronicle

OUR PARKS AND THEIR FOUNDER.

To the Editor of the Democrat and Chronicle; Sir: The vacation season, now drawing Sir: The vacation season, now drawing to a close, has given our citizens every epportunity to realize the extraordinary state of perfection to which the public parks of Rochester have progressed, through the wise administration of our park rommissioners. As a rule, Rochesterians are tardy at recognizing their own blessings, as was the case when the Powers' art gallery existed, causing the fame of Rochester to spread at home and abroad. To look at the matter from a purely selfish and mercenary view, the loss of the gallery was a disaster of a formidable kind. In an aesthetic sense it places our city in a humiliating position from which it still suffers, for strangers, yet ask why that fascinating and instructive inwhich it still suffers, for strangers, yet ass, why that fascinating and instructive institution was ever allowed by our enterprising public to go out of existence. From a moral standpoint, it may truly be said that Rechester would have been better had the gallery "never been born;" for then our community would have been spared the humilating criticism, sarcasm and taunts that have been heaped upon it by those who had looked upon Rochester as one of the leading art centers of the country. mins here for the annual dinner of the Chamber next winter," continued Mr. Ives, "The Chamber has repeatedly ex-pressed itself in favor of reciprocity and

and impressive way, for no one who a studied the progressive development of a parks and breatling places immediate within the city can fall to appreciate t fact that artistic minds of a very high a der have been at work in their creatic der have been at work in their creation.
During the summer the writer has enjoyed opportunities of visiting the parks with people from various sections of the Union Canada and England. These visitors excanada applaquiet admiration of their eneral scheme of adorument for landscape

effect, etc.

The English visitor seemed perfectly entranced with the scenery of Seneca Park and took some snapshots to show his English friends what a wonderful country explicitly proximity to Lochester. He has been coddled in conventions and crucified in congress. It has been damned by faint praise and false friends iong enough. Delegate Cohen, of Texas, raised a great laugh when he said.

"The standpatters are standing pat on a bobtail and this convention is going to call the hand. Said Senator King, of St. Paul: 'When infant industries attain manhood and take the country by the throat, they are no longer infants.' Chairman Parkard, volcing the sentiments of the agriculturalists said:

ties of our city foliage that few stop to think of the care that is constantly being bestowed upon these trees by experts. No wonder the English visitor, after driving in many directions through our city, exclaimed: "My dear fellow, Rochester is one great park, a delightful place in which to live and die"

Never before have our parks looked so beautiful as during this summer, and as the fall advances they will become still more exquisite, dressed in autumnal tints of myriad hues. From now on to November they will be the most fascinating resorts that people of taste and culture can visit. In reflecting upon what may be termed these "free art galleries of the people," these treasure grounds of nature, which are winning the admiration not only of our own citizens, but visitors from all parts of this and foreign lands, it would be the height of ingratitude to forget to whom we are in a large measure indebted for their possession in so advanced a state of perfection. Shall we forget the "grand old man" of Rochester, the late Dr. E. M. Moore, who in days of difficulty and discouragement entered upon the strenuous task of redeeming our park lands from univiting pressed itself in favor of reciprocity and I think is in entire accord with Governor Cummins' views on the subject."

"The most impressive and significant fact of the gathering was the outspoken stand for reciprocity taken by leading republicans of all sections. It was distinctly a republican convention. A striking figure was venerable Dr. Blackwell, of Boston, 80 years old, who has voted for every republican candidate for presidence of the splendid art gallery, "never been been spared that Rechester would have been spared the gallery "never been bern;" for then the gallery "never been bern;" for then the gallery "never been bern;" for then the gallery "never been been spared that Rechester would have been spared to gallery "never been been spared that Rechester would have been spared to gallery "never been been spared that Rechester would have been spared to gallery "never been been spared to gallery "never been been spared the gallery "never been been spared to gallery "never been been spared to gallery "never been been spared to gallery "never been been spared that Rechester would have been spared to gallery "never been been spared the gallery "never been been spared to gallery "never been been spared to gallery "never been been spared to gallery "never been been spared that Rechester would have been spared to gallery "never been spared to gallery "never been been spared to gallery "never b rated by the chamber of Commerce, to erect a suitable monument to the memory of the good Dr. Moore. It is fitting that Rochester's own sculptor, Guernsey Mitchell—a lifelong friend of Dr. Moore—should execute this statue on similar lines to the superb one he executed of the late President Anderson, recently unveiled in the University Campus. Mr. Mitcheil has produced a plaster sketch of the late doctor, giving a most striking manner the expression tal and physical powers, the success which achievement is due to the fact that the sculptor was so intimately acqua with his subject. It is to be hoped that the services of Mr. Mitchell for the production of the Dr. Moore statue will be Paris next month.

All that is necessary to be done in order to raise the money to pay for this statue is for the Chamber of Commerce to "set the ball a rolling." The most appro-

Moore and should have the opportunity to express it by subscribing to the monument fund. It may be taken for granted that the citizens of Rochester will respond heartly to the moderate appeal and the sum thus collected will, in the aggregate be sufficient to defray all expenses of the

A. W. MOORE. Rochester, August 26, 1905.

AUGUST 28, 1905,

DEAL IS CLOSED

Lockport Reports Central Has Contract With Power Co.

DENIALS ARE NOT CREDITED

Plans for Construction of Canal Between Niagara Falls and Lockport for Generation of Large Blocks of Electricity for Use on Central-Map Filed in This County.

A large map forming a roll of immense length, was filed in the office of the County Clerk of Monroe County Saturday, showing the route of the electric transmission line of the Niagara, Lockport & Ontario Power Company, from he west line of Monroe County to the

Despite the formal denial issued last week by President Henry J. Pierce of Buffalo, president of the new Traction Company of New Jersey, the correidents persist in the accuracy of the report that the company is planning to connect Detroit and New York by Central will soon be operated by

The Lockport correspondent of the Buffalo Courier claims to have positive knowledge that the Central has closed a contract with the Niagara, Lockport and Ontario Power Company for elec-tricity. If necessary the power company will, it is said, be ready to deliver the electricity on or before the first of the

The Courier dispatch continues: said by men here who are assumed to know considerable about the matter, that the bulk of the electricity for molive power will come from Niagara lilver generation. This will involve im mense blocks of power.
"It will be borne in mind that just

about the time the announcement of the incorporation of the Traction Com-pany in New Jersey was made, the Niagara, Lockport & Ontario Power Company magnates here announced the appointment of a new engineer to con-duct the construction of the rower duct the construction of the power canal, work on which just west of this city was begun in May, 1904, accom-panying that with greater vigor hereofter. As is known, this work on the canal from the Niagara River near La Salle to Lockport, was begun in May, 1908, to perpetuate the canal charte granted the Niagara, Lockport & On tarlo Power Company in 1894, and which would have ceased and determined ; cording to its own terms, which required that work should be commenced on the

canal within ten years. "The financiers back of the Lockport canal project, but who are directing their principal attention to the transmission line construction at present, now do not hesitate to say that as soon as the power market justifies the outlay the Lockport canal will be built The co sumption of large blocks of power by the electricalization of passenger lines contemplated in deals now on foot will waturally hasten that day. It is reported that the power company will not be con-tent to merely perform enough work to hold its canal charter, but next spring will prosecute the work on a large scale, looking to the completion of the canal at an early date. If this be true, it would seem that the canal company financiers see an immediate demand for large quantities of electric power that will soon put Lockport developed on an active market at firm prices,"

AUGUST 28, 1905.

IS AN IDEAL CITY

Comment in Special Rochester Number of "Municipal News."

The Power City Shines Like a Star. Compared with Some Other Cities, Says the Editor After Personal Inspection - City Officials.

The current issue of "Municipal News," New York city, is devoted principally to the city of Rochester and the Montreal convention of the American Society of Municipal Improvement. The editor, William S. Crandall, spent a week information for this special number. Rochester was selected as a model city for illustration and description in the ministration of Mayor Cutler in general and the workings of the municipal de-partments in particular are referred to a commendatory manner. An editorial in Rochester is as follow:

on Rochester is as follow:

Retailvely, the city of Rochester, in the County of Morroe, State of New York, is an ideal American city. It is not what Kipling would call an "likempt city," nor has it "the underguised insocace of the monicipality that cabbied away the lives of men." Compared with the cities that are morally and physically dogenerate or with those that are trying to struggle out of the Slough of Despond, Rochester shines like star. She sits, like the gods above the rack and turmoit of less favored monicipalities, and calmly contempates them all. Not that Rochester is self-satisfied of hypergrifted. She is no Pecassiff monagerities. She realizes that, although relative lyided, she is very far from perfect, towards perfection she is attill efficiency, not stopping to waste time in valuality and boastfoiness.

bonstiquoes.

Rochester is fortunate in having for a mayor is man who is deeply conscious of the serious responsibility of those who undertake to concrot the destiny of a community. Mayor Cuther believes that "public office is a public trust," and he is strongly impressed by the moral considerations which should be the potent influences in directing the administration of a city. Nor diese he fail to appreciate the value of the influence of religion upon men in responsible positions.

does he fail to appreciate the value of the influence of religion upon mon in responsible positions.

"('rhan communities,' he said to the members of the Rachester Ministerial association, "in the United States suffer, it seems to me, from a lowering of moral toile, the effect of a weakening of the hold of religious belief and training apon character and conduct. We have separated church and state so far since the time when membership in the church in New England was a necessary qualineation for voting, that the oath of office is now about the last survival of the religious fleat in public service.

The fact the fathers of our political institutions of the fathers of our political institutions, and that lo-day and religious training, and that the value that the church as a place of worship, rather that how a content of the last survival that the last survival that the church are applied of worship, and that to-day and religious training, and that to-day and religious training to manually trace their religious for the community trace their religious provided in the fathers of content in their daily life and work."

That Mayor Cutler is no identist is shown by his axiom that a chy gets, in the long run, the kind of government not that les intelligent and capable citizens have a vague susplicion for, but that kind whehenoush people are sufficiently interested in, to strive for carnestly and effectively.

Such is the kind of government that Rochester has at present, and it has been a pleasure as well as a duty for the "Municipal News" to devote much time and space to placing before its readers a comprehensive analysis of the "Power City" and its present capable administration.

Rochester will be represented as follows at the Montreal convention, September 5th-9th.

ws at the Montreal convention, Sep-

tember 5th-9th.

"Legislative functions under the White Charter, and the Practical Effects of the Latter upon Municipal Government." By Thomas J. Neville, Commissioner of Public Works. Rochester.

"Gutters and Cross-walks for Macadam Pavaments." By W. J. Stewart. First Assistant City Engineer, Rochester. A brief account of Rochester's experience in connection with this subject, also describing present practice in that city.

"Inderground Conduits for Electric Wires." By E. J. Pisher, City Engineer, Rochester, past president, chairman of committee on street lighting.

ERALD. FRIDAY, SI

AN OPENING FOR A NEW INDUSTRY

Experts Declare City's Greatest Need Is a Boiler Factory.

NO SHOP HERE

Estimated 250 Boilers Are Sold Here Annually at Average Cost of \$250.

INTERESTING FACTS GIVEN IN LECTURE BEFORE ENGINEERS

The illustrated lecture delivered last evening at the Fitzbugh Street school on "The Making of a Botter," by J. T. Corbett of Chicago, developed into a general discussion on the subject of iron manufacturing that may load to the es-tablishment of a most Immediant and profitable industry in Replacies. The lecture was given union the aus-

pices of the National Association of Sta-tomary Engineers, Flower city Local No. 3, but members or the Rochester Engineering Society and the Chember of ested in some phase of the boiler mak ing impatry and the discussion of these experts brought out some interesting

Before the lecture there was an in formal talk by F. B. Slocum of Chicago, manager of the big wholesale iron firm Time For a Memorial to Dr. Moore

A citizen, in a letter to a morning paper, is enthusiastic in appretion of the beauties of Rochester's parks. Indeed, he quotes an English friend as declaring that "Rochester is one great park," And, in his agethetic mood, he takes occasion to bring up a disagreeable subject, deprecating the loss of the Powers art gallery through the lack of public spirit, He marvels that, with so great an approciation of nature's "free art gallegies of the people" in the community, as is manifest in the splendid development of the park system, it could be possible that the art treasures of the Powers gollery should be allowed to slip away.

The parks of Rochester are a tribute to the high character and monumental public-split of one man; the loss of the art gallery is the measure of the contrast between his altruistic interest in his city and the average of the public-spirit among the presperous people of the munici-

Dr. E. M. Moore was the stalwart citizen, the "grand old man," who brought into being the city's present park system, and the correspondont referred to above opportunely brings to mind again the insistent duty of the city to establish a monument to him. It is suggested that the monument be the result of popular subscription, and, indeed, that ought to be the only kind of a memorial thought of in view of his labor for the whole people. Mereover, such was the character of the man that it would be only such a memorial that would be least objectionable to him in his

It is suggested that the Chamber of Commerce undertake to start the popular subscription. With a request for subscriptions of ten cents from children and 25 cents from adults, as suggested, there is no doubt that there would be a hearty popular response that would easily meet the cost of a worthy statue. All that is necessary is to set the ball a rolling. Now is the time for it. Every newspaper no doubt would help to the best of its ability in the movement. The EVENING TIMES pledges its heartiest co-operation. The Lines Seff. 2, 1906

of J. T. Ryerson & Son of Chicago, with which firm Mr. Corbett is also connected. Attention was called to the fact that Ruchester was probably the largest city in the United States that did not poscos a boiler factory, yet there is no city in the country of its size where there is more building in progress and where more bollers are sold annually The facts stated by the Chleago experts roused much interest usions the princtical business men present.

Many Bollers Sold Here.

It was said that one Rochester boile city and vicinity in the last two years and it was estimated the total number of boilers sold annually in Rochester and in a radius of twenty noises was

W. J. Ranton, boller inspector for a New York casualty company, stated that his company has insured 580 new bollers trat had been placed in Rochester and vicinity in the last four years. The nearest boller shops to Rochester are located in Eric, Buffalo and Oswego,

and the estimated cost of boders in-stalled in Rochester annually for the last few years was from \$300,000 to \$500,000, Mr. Ranton said five new boilers to ar, Ranton sind two new conters to bits knowledge layer been installed in this city and vicinity yesterday, the av-erage price of with h was \$250. Not only have Rootlester contractors and builders been forced to import every boller required, but much of the other west that would be done in a big builer

work that would be done in a big boiler thop was now done by outside firms with imported men.

Much Steel Work Done Outside

There has been more structural steel used in Rochester in the last two years in building than in any city of its size in the United States. The rivering of this steel work used in all large brick and stone buildings has been done by outside men, and it could be done in a local builder shop if one were established here.

The experts declared that no city in The experis agerated that he city in the country presented at the present time a more promising opening for the establishment of a profitable industry than did Rochester offer for a boffer factory. It was estimated that a botter manufacturing company, with a capi-tal of \$150,000, could give immediate em-ployment to 300 men at high wages and do from \$300,000 to \$500,000 worth of bustness annually, simply by supplying the natural and legitimate local demand.

Effect of Smoke Nuisance.

Attention was also called to the fact new smoke ordinance that would be come operative next spring. It was de-clare that the enforcement of this orfinance would require the abandonment of many old boilers throughout the city and that property owners here were al-ready beginning to figure on the substitution of modern unsto-date bollers to eet the requirements of the smoke

Mr. Slocum said to a Hersid reporter after the meeting that he was satisfied the opening for a boiler factory was so good here that there would be no difficulty in inducing experienced men to establish a factory here and to bring their own capital if a disposition was shown on the part of local capitalisis

Business Men Interested.

It is stated that the members of the Flower City local have been conducting a quiet agitation for some time this new enterprise and that they have

ment now promises success.

It is stated that the Chamber of Comdisposition on the past of local capi-talists to give support to a company to establish this new industry in Roca-

fested at the meeting last evening and the expression was general among the builders, architects and business men present that the matter was well worth a careful investigation.

Regarding the smoke nuisance, one of

the spectacles presented to the eyes of the multitudes visiting Driving Park avenue bridge Sunday afternoon was the view

Beginning with a foul-funneled little drilling engine working on the Light and Power Company's property at the lower falls, and which poured out black volumes of greasy soot, there were a score of chimneys cityward belching out the

defiling stuff. And this was on Sunday afternoon when most of the industrial plants are supposed. to be closed, and when nearly all of them should be idle. From the viewpoint named a large cloud of soft coal smoke could be seen drifting low and lazily over

Of course this cloud of grime filled the air that the thousands of Rochester were breathing, and was settling down on their houses, on their persons and their clothing. During secular days of the week condi- | s

tions are still worse. It was hoped that the recent agitation regarding the smoke nuisance would lead public-spirited citizens whose chimneys are offensive to effect an immediate remedy for the evil, so far as they were responsible for it, without walting for the enforcement of the new anti-smoke ordinance. Possibly in a few cases that has been done; but it is becoming evident that in many others the law, as it becomes operative, will have to be invoked to secure for the people of Rochester exemp-

tion from the defilement which the smoke There is no longer any excuse on the part of manufacturing concerns and other establishments for continuing the evil to which attention is here directed. Careful stoking may remedy it in some cases, but it is doubtful if that will answer when the cheapest grades of coal are used. Mechanical stokers and other apparatus are now available. It has been proven that they can be used with success. Some establishments might, with very little additional expense, return to the use of hard coal, which they employed before the an-

thracite strike. The suppression of this evil by those responsible for it has become a test of good citizenship in the public mind. There is no question as to the sentiment of the people on the subject. The new antimoke ordinance is a mild, considerate and conservative measure, and should command the respect as well as the obedience of all whose chimneys are addicted to the smoke nuisance.

was poported that

IOW IS THE TIME TO INVEST

Then Price Status of Everything Is Low-Five Manufacturers Anxious to Locate in This City.

rom outsiders who want to invest meny in Rochester business enterprises, nanufacturers who want to locate nev adustrial plants here and a host of thers who contemplate moving with heir families to this city because of its uperior advantages as a residential and ducational center, John M. Ives, secre-ary of the Chamber of Commerce, ex-ricate his attention this morning to renarks to a Post Express reporter that flower City is on the eve of a great rusiness boom and that now is the time or everybody to climb on to the bandvagon of prosperity, when the price datus of real estate and other things in

"Never in the history of Rochester have the business men of the community been so awake to the possibilities of Rochester's future greatness," continued Mr. Ives. "In the social clubs, in resaurants and wherever business men congregate, you hear them talking about Rochester's commercial revival. The mportance of this one thing cannot be werestimated and I think is well illusrated by an incident recently related to ne by one of Rochester's leading bankers. He was returning home from a trip and on the train were two Chicago men. elves to all the passengers by their constant Freak City boom talk. But pefore the trip was over they had so sed that Rochester banker tha be decided to hasten on to Chicago with-out coming home and make some inestments there, that he had long had ontemplation, without further waitwere impressed the same way despite the manner in which good taste was outraged by the loud, swaggering talk of the Chicago boomers.

Anxious to Locate in Rochester. "Since the first of September, five nanufacturers have made propositions to ocate plants here. Three have come on are to talk the matter over with me personally and two others will address the trustees of the Chamber at the next worklink meeting. A thing that immonthly meeting. A thing that im-presses these men about Rochester is the exceptionally large percentage of the alghest type of skilled labor in the city; men who own their homes and are not prone to hazard them in strikes as a shifting population would do. One of these manufacturers is from Chicago and he wants to move because of con-

stantly recurring strikes there. "Eight hundred new houses have been built in the city since the beginning of the year, the greatest number in any one year, and still there i a lack. Jerse; Tity with its 230,000 population had a total of 469 new buildings in 1904 of an aggregate value of \$3,525,780. Rochester with a population fifty thousand less. equaled this building record last year and will go a million dollars better next

What Impresses the Outsiders.

Mr. Ives enumerates the following Mr. Ives enumerates the following as the things that most impress outsiders favorably with Rochester as he has observed it: Its natural position, geographically, and the weather harmony made for it by the lakes; the still largely undeveloped power facilities of its river; its position as a railroad center and shipton of the points by water, its chein living ping points by water, its cheap living homes owned by working people; its ed-ucational inclintes, both general and technical; its park system to become the best in the world; the great amount of its established wealth that is more and more coming to be utilized in active business; its clean, well-lighted streets and aber of its churches.

going to advance the coming commercial activity and we want every business man in the city to enroll himself in the membership and help push the good thing along," concluded Mr. Ives as he returned to the persual of his corres pondence.

Better Mall Service Wanted. Chamber of Commerce made application to the post-office department through Repre-sentative Wadsworth, of Geneseo, for ad-ditional mail exchanges between the and Avon for the accommodation of business men at both ends. This morning Sec-retary Ives received a letter from Second Assistant Postmaster-General Wallenburge stating that the matter was under inves tigation and that prompt action taken. Post Express - 9/14-

ned up, I thiny

THE UNION AND ABVERTISER:

THURSDAY, SEPTEMLET US GOTTC SCHOOL COLOR SHOPE COL

Chamber of Commerce this morning. Air.
Dwinnell told Secretary I ves that his concern is anxious to establish a business on
this side of the line in order to evade the
forty per cent, duty on its product and
would like to locate in Rochester if there
is a manufacturing plant here large enough

to handle their orders. Bill & company do not wish to build here but desirs to en-ter into an arrangement with some manu-facturer already established to make their machines for them. On investigation is

machines for them. On investigation it was found there is now in the city no boiler factory large enough to handle the business of the Canadian concern. Secretary Ives, however, hopes to have one here in the near future. A boiler manufacturer with plants n New York and Ere, wants to build a shop n Rochester and the Chamber of Computers a negotiating with him.

ber of Commerce s nesotiating with him.

The Canadian concern will probably be prevalled on to await the outcome of these
negotiations. It is figured that the plates
from which boilers are made, can be

er than to Erie or New York city, where many boiler plants are now located.

A man who wants to locate a big paten

oned from Fittsburg to Rochester cheap-

ns. 4 mus 9/11/00

DIAMONDS MAY BECOME DRUG ON MARKET

Secretary Ives Receives Visit From Boyhood Companion.

George M. Bailey, Secretary of North Carolina Mineral Survey, Visits This City.

Tells Interesting Facts Concerning the Origin of the Precious Gems-To Head Scientific Search.

The monotony of the daily routine of business at the Chamber of Commerce, and the steady string of callers looking for positions, for chances to invest money, to build homes on the land furnished by the chamber, and men with propositions to move large manufacturing plants to this city on account of its many and ex-clusive advantages, has at last been broken and Secretary Ives is once more the free and debonair man that he althe free and debonair man that he al-ways appeared before the memorable boom of 1905 struck Rochester. It all happened in this way: The door of his office opened and with the words which have become econd nature in the last few months, 'gW'th-?filx z-?filx few months, "What kind of a position do—" Secretary Ives looked up to find himself staring into the face of an old companion of his childhood days, Mr. George M. Balley

George M. Balley
Mr. Balley and the secretary had spent
some of the happy years of youth together on a farm, and posibly Mr.
Balley's face reflected some of the sur-Balley's face reflected some of the sur-prise that he felt at seeing his former friend in so elevated and influential a po-sition. If so, his looks paled into insig-nificance as compared with the look of utter astonishment and bewilderment that overspread the careworn counte-nance of the genial secretary, when in answer to a question as to what he was nance of the genial secretary, when in answer to a question as to what he was doing now Mr. Bailey replied that he was looking for diamonds. Ever ready, however, to further the business interests of the city, Mr. Ives immediately offered to drop everything and take his friend to some of the leading jewelers on Main street, and, in a stage whisper, to some of the well-known three-ball estab-lishments on Front screet, which were

A little more preliminary discussion brought out the fact that Mr. Bailey was not looking for an opportunity to purchase some of the precious gems, but was in reality at the head of a scientific party which within a month are going to make a careful survey of North Carolina, with a view to making that state a rival to the hitherto unchallenged Kimberly mines of South Africa.

To a representative of The Union Mr. Bailey had this to say this morning: "My visit to this city has no connec-"My visit to this city has no connection with the diamond hunt which I and some of my associates are soon to start, but I am here simply to renew my acquaintance with SeScretary Ives." Concerning our ideas and theories I will say this: To Prof. Henry Carvill Lewis of Harvard University, whose death of Harvard University, whose death from typhoid fever occurred some months since, is due most of the credit months since, is due most of the char-for the limited knowledge possessed by scientific men of the origin of the dia-mond. It was formerly suposed that diamonds were brought to the earth in meteors, as a result of meteoric show-ers, but a lifelong study of the subject vinced Prof. Lewis that this was not their true origin, and that they were in

"Previous to the discovery of diamonds at Kimbe ley, and at the present time in the dismond fields of Brazil, Borneo, idla and Australia, earbon crystall India and Australia, carbon crystally called diamonds have been found in aliuvial deposits, but even at Kimberley they are not believed to be in their native matrix. The total value of all the diamonds in the world previous to 1869 was estimated by gem experts to be \$300,000,000. Since that time South Africa alone has produced stones valued at \$700,000,000, and these have all been absorbed by about \$.000 jewelers in this country and Europe."

The great diamond fields of Africa were found merely by accident—some children stumbling on the bright stones and it was not till twenty-nine years later that the true value of the gems was discovered. Careful research by scien-tific men has established the fact clearly in my mind that there are just as many

in the world and the geological features of North Carolina are much more promising than those in South Africa. We believe that there is much more probability of our getting a return for our money and labors than there is for those who find a little oil in a stone or see it flowing on the surface of a pond and then spend a fortune in sinking wells."

Mr. Bailey is the field secretary of the North Carolina Mineral Survey which is being organized to apply the source-test proposed by Prof. Lewis to the supposed

being organized to apply the source-test proposed by Prof. Lewis to the supposed diamond fields of that state. He is peculiarly fitted for the work. In 1894-'95 Mr. Bailey was a business associate of George Frederick Kunz, the recognized gem expert of the United States, author of "Precious Stones of North America" and other works, Mr. Kunz now is and and other works. Mr. Kunz now is and for many years has been a special agent of the United States geological survey. Mr. Kunz will be asked to pass upon the value of all gems found during the progress of the survey. In 1902 Mr. Balley also visited and examined mines in the Mojave desert, California, and in the Morongo and Virginia Dale districts in the Mojave desert, Cantorna, and in the Morongo and Virginia Dale districts of San Barnardino county, Cal. He also has visited and studied the principal mines in Georgia, South Carolina and Cripple Creek, Col.

ABATES THE SMOKE NUISANCE

Underfeed Gravity Stoker Experiment Tried Near Providence, R. I.

Rochester people who are interested in the abatement of the smoke nuisance in this city have received encouragement from an experiment made in Providence, R. I., recently. According to the Provi-dence Journal it is possible to do away with the smoke from bituminous coal and with the smoke from bituminous coal and at the same time increase the efficiency of furnaces and boilers. The experiment was made at the boiler house of the Narwas made at the holier house of the Sair-ragansett Brewing Company just outside the city limits of Providence. The chim-ney of this brewery, the Journal says, was "notorious for black smoke." Owing to its being just across the city line, it was impossible to enforce the smoke ordi-nance, until the owners were convinced that they could not only do away with the smoke, but also save money in the

The method employed was to install an draught. The Journal says that the 204 horse-power boiler with hand stoking horse-power boiler with hand si yielded 168 horse-power per hour, evaporated each hour 9.2 pounds of water to a pound of coal. With the stoker it not only consumed the smoke, but devel-oped 244 horse-power per hour and evaporated 10.4 pounds of water per pound of conl. The boiler is operating daily at from 20 to 30 per cent, beyond its former

The principle of the stoker is to force the coal into the fire from beneath, During the process the gases in the coal are re-leased and the coal is transformed into coke. The forced draught drives the gases into the red hot fire mixed with enough oxygen to cause combustion, and thus the gases, which would have made smoke, are used for fuel and increase the heat for the amount of coal used. The coke is forced into the fire under the best conditorsed into the fire under the best condi-tions, having become thoroughly heated and ready for combustion. The ashes are moved gradually to the rear of the fur-nace, where they are carried off mechan-ically without any of the heat being lost through the opening of doors, or disturb-ing of the fire.

The stoker itself is constructed of cast iron will resist high temperatures and

iron, will resist high temperatures and burn all grades of coal. A long account of the experiment has been received by Clinton Rogers, president of the Chamber of Commerce.

To Enlarge Monument Committee.

At a meeting of the committee appointed to plan for the erection of a suitable manument to Dr. E. M. Moore, held in the Chamber of Commerce yesterday afternoon, it was decided to enlarge the affernon, it was decided to enlarge the committee by inviting other men to become members of it, and then to reorganize. Another meeting will soon be called by the chairman. At the meeting yesterday there were represented the Chamber of Commerce, the University of Rochester, the Monroe County Medical Society, the Historical Society and the Infants' Summer Hospitel

Reciprocity Question Will Be Discussed at Menthly Meeting of Trustees. Secretary John M. Ives of the Roche er from Gustav H. Schwab, chairman of the committee on foreign commerce of the New York Chamber of Commerce and a member of the committee of fifteen created by the Chicago reciprocity convention, call-ing for a concerted movement by Chamber of Commerce to obtain tariff legislation from congress. The letter will be laid be-fore the tructees of the Rochester chamber at their next monthly meeting.

Secretary Ives represented the chamber at the Chicago convention and will make a report of its proceedings at the time he lays Mr. Schwab's letter before the trustees. The Rochester Chamber has long favored reciprocity and will probably send a petition to Congressman J. Breck Perkins in accord with the plan of action mapped out at the Chicago convention. It was de-eided at thal gathering to ascertain the position of all congressmen on the ques-tion and to run independent candidates in the districts of all representatives opposed to reciprocity. Representative Ferkins has long been an outspoken tariff reformer and believed to be in thorough accord with the Chamber of Compierce on the recipro

MR. COOLEY COMMENTS UPON THE LOCAL CRITICISMS OF HIS BARGE CANAL REPORT

He Makes These Points---That Rochester Is Entitled to the Greatest Possible Benefit From the New Canal and Would Be Foolish Not to Secure It; That His Report Is Wholly Disinter. ested and Weighs All Possible Data, and That His Plan Embraces a Solution of the Flood Problem and Promotes the City's Power Interests.

The report of Engineer Lyman E. Cooley of Chicago recommending a barge canal river basin of a mile in length in Rochester with the idea of vastly benefiting the industrial and commercial interests of the city was fiercely attacked by some of the Rochester newspapers that can see no good in the barge canal. THE EVENING TIMES presented to Mr. Cooley the comment upon his report extending the use of its columns for any reply he might be willing to make. His letter follows (the caps are ours):

MR. COOLEY ON MINORITY ACQUIESCENCE

21 Quincy Street, Chicago, September 18, 1905.

Editor Evening Times, Rochester, N. Y.

Dear Sir: I am in receipt of yours of the 29th ultimo, enclosing press clippings which express sentiments adverse to my report on the location of the barge canal and harbor in the City of Rochester. I thank you for the kind offer of the use of your column in reply. That the majority shall rule, and the minority acquiesce, is an axiom of our institutions. A failure of the minority to acquiesce produces conditions so much deplored in our neighbors to the South.

The State of New York, by a popular vote, has determined upon an improved canal, and the necessary funds have been provided. Through the tax levy, the City of Rochester is a chief contributor, and it goes without saying, that SHE IS ENTITLED TO BE PLACED IN A POSITION OF GREATEST BENEFIT through the carrying out of the work; indeed, it is the duty of the State officials to put her in such position, REGARDLESS OF LOCAL SENTIMENT, and any failure to do so, partakes of the character of misfeasance.

Recognizing alternative propositions and diverse sentiments, the city government has thought wise to obtain DISINTERESTED EXPERT ADVICE. The state officials have generously co-operated, in the expectation that a solution would be reached that would commend itself to thoughful citizens.

The several alternative propositions have been surveyed and estimated in detail, and your people have long been familiar with the results. Lately an exhaustive report on the floods of the Genesee River has been submitted by an expert committee and this has added

another phase to the consideration. After a weighing all these data and hearing the issues discussed at length, I reached a conclusion as to the solution which would give the best technical and economic results for the City of Rochester, now and in the future. VERY HAPPILY THIS SOLUTION IS A MATERIAL CONTRIBUTION TO YOUR FLOOD PROBLEM, AND IS THE BEST POSSIBLE FOR YOUR WATER POWER

INTERESTS, while at the same time giving the fullest waterway development that the available funds will permit.

I learn that your flood committee has adopted this report as their own. Some of the STATE OFFICIALS HAVE COMMENDED THE DOCUMENT, though I believe no official action has yet been taken.

EVERY TRUE PROFESSIONAL MAN WELCOMES CONSTRUCTIVE CRITICISM. I HAVE SEEN NO CRITICISM OF THIS CHAPACTER. The beauty and reasonable to the problem are purely professional. THIS CHARACTER, nor has any reason yet appeared for a change in my views. My relations to the problem are purely professional, and my report is the property of the city. No city official has called my attention to any adverse comments, which, I presume, would have been done had it been thought that further elucidation was necessary. Therefore, I do not feel called upon, nor does the spirit move me, to comment upon the matter which you have so kindly sent.

Rochester's special flood commission, appointed by the Mayor and the Chamber of Commerce, thought well enough of Mr. Cooley's report as bearing upon the river overflow problem to incorporate it in its bound report recently issued. On page 77 of that report is this statement: "The crossing of the Genesee River by the Bargs Caral to the south of Rochester possibly affords an opportunity for flood discharge, WITHOUT INJURY TO ANYONE. Such discharge has the advantage that it takes water out of the river at the south line of the city, considerably reducing the flood height over the present Johnson and Seymour dam."

Economy in Coal Consumption Should Dictate Installation of Smoke-Consuming Apparatus

From various sources it is learned that a number of local manufacturer source has coared to some degree it must not be accumed, however, that public sentiment will brook its continuance after the ordinance goes into effect, and it therefore behowes ALL users of actual that contribute to the present unsanitary and uncleanly conditions to undertake the installation of apparatus that will mitigate them without delay.

There should be little necessity, however, of appealing to an ordinance to precent the maske nuisance. Careful investigation by manufacturers irrespective of the style or capacity of their plants, should convince them cardly that the installation of smoke consuming devices will more than pay for the expense in a few years' time in coal-soving. This phase should be carefully considered. The manufacturers of the city should undercake the abatement of the smoke nulsance for economic reasons slone.

Rochester Chamber of Commerce.

The first meeting of the Corporation since the Summer vacation, will be held in Assembly Hall

MONDAY EVENING, OCT. 2. AT 8 O'CLOCK

on which occasion Secretary Ives will give detailed reports of the Peace Convention held at Lake Mohonk and the Chicago National Reciprocity Convention, he having been a delegate to these conventions from the Chamber. The Reciprocity Convention was attended by 600 delegates and was a history-making meeting.

You are respectfully invited to be present and invite a friend. After the talk luncheon will be served.

JOHN M. IVES, Secretary.

CHAMBER OF COMMERCE

First Fall Meeting of Corporation Will Be Held To-Night-Reports by Secretary Ives.

The first meeting of the Corporation of

The first meeting of the Corporation of the Chamber of Commerce since the sum-mer vacation will be held in Ascembly Hall this evening at 8 o'clock. Important husiness will come before the meeting and it will be of unusual interest on account of a paper which Secretary ives will read, giving detailed accounts of the Peace Conference held at Lake Mo-leonk and of the Chicago National Reci-porately Convention. Secretary Ives was a

be served - human ochizingot.

A BOILER FACTORY

Herald Sept. 28 Promoter Appears Before Chamber of Commerce Trustees.

PROPOSED LOCAL INDUSTRY

Variety of Topics Were Discussed at Protest Against Recent Postoffice Order-Annual Banquet To Be Held December 18.

The first meeting of the trustees of the Chamber of Commerce since the summer vacation was held yesterday afternoon in the library of the chamber. There was a more than ordinarily large attendance and the sessions lasted from 4 until 6 o'clock. All the accumulated business of the summer was disposed of and many

important matters were considered.

Two men who have been in communication with Secretary Ives for some time were present to put their matters before Slocum, representing the J. T. Ryer-son & Son Company, boiler makers, with offices in New York, Chicago, Eric and other places. Mr. Slocum, who was in the city a short time ago giving lectures before the Engineering Society, read an interesting paper upon the need of a bolifactory in Rochester and gave an outline of the cost and equipment of a suitable plant. He said that he had recently Alacovered that Rochester m

their boilers, tanks and from work in general, which is usually done in large boil-

Rochester N. Y., Sept. 30, 1905,

Rochester a Good Location,

"The market in Rochester," he said. "demands from 300 to 400 boilers per year at an average cost of \$800 each, a total from \$240,000 to \$320,000 and this is only small part of the work which could be obtained by proper management. Resides this home business, a boiler manufactury in Rochester could, owing to its splendid shipping facilities, reach out in all dire tions. Erie, which is known as the boli-er city of the world, is no better situated for this work than Rochesier and a shop here could command the same rate on

"A sultable shop rould be built and ful y equipped in the this city for approxi-nately \$125,000. This sum, however, does not include the land which should be at least 200 feet wide by 600 feet long w

ample raffroad sidings."

Mr. Slocum went on to give the cost the dimensions and equipment of the proposed factory in detail, closing wi the statement that such a plant could turn out from \$800,000 to \$400,000 worth of work each year at a profit of from t to 20 per cent. After considerable on, this project was turned over to the committ on Manufactures and Promotion of Trade.

A communication was read from John Ball Osborne, chief of the Bureau of Trade Relations at Washington, regarding the recommendation made by President Roosevelt in his last message that a corps of commercial attaches be created who will be connected with the foreign legations for the promotion of trade relations abroad. This corps would be six in number and would be vested with diplomatic power. Their duties would

be to prepare reports upon foreign trade and attend to home commercial interests abroad. The department asked for an expression of opinion from the Chamber of Commerce upon this point. This matter was turned over to the Committee on Legislation for further consideration. A letter was read from the Merchants Association of New York asking that the chamber put itself on record as being in favor of reciprocity. Many reasons for the step were cited, prominent among them being the stands taken in Germany, France and other European countries in regard to the matter. As the local body is already on record as being in favor of reciprocity, there was some discussion about taking action upon the matter but resolutions in favor of it were fluxly passed. ter was turned over to the Committee

Federal Control of Insurance.

United States Senator John F. Dryden sent a communication asking an ex-pression of opinion with refard to Federal regulation of insurance companies. As there is no necessity for an immediate answer to this communication, the matter was deferred until the result of the Armstrone investigation is known.

Armstrong Investigation is known.

A letter from E. P. Bacon, chairman of the executive committee of the Interof the executive committee of the Inter-state Commerce convention, was also completed. It asked that the Chamber of Commerce send a representative to the convention which is to be held at the Auditorium Hotel. Chicago, October 26. As Secretary Ives and Mr. Dunn were sent to the convention law were sent to this convention last year, it was not deemed expedient to go to the expense of appointing another delegate this year but a letter will be sent to Mr. Bacon setting forth the ontalone of the Rochester body upon the regulation of Interstate Commerce.

Protest Against Postoffice Order.

It was penorted that the Fourth Assist

Novel Exposition Scheme.

project has been started in Ne York known as the American Floating Exposition, which is a ship in which Exposition, which is a ship in which space will be sold at the rate of \$50 a square foot to manufacturers who wish to exhibit. This ship will go entirely around the world, touching at all the principal senboard cities and will give foreigners a chance to see the results of American industries. A letter was re-American industries. A letter was re-ceived from F. G. Bradley, president of this concern, asking that a special meet-ing of the Chamber of Commerce be called at which he may give an address setting forth the benefits to be derived by Rochester firms from the project. A letter will be sent to Mr. Bradley setting forth the conditions under which his proposition will be considered.

The following were elected to mem-Rochester and Southern Construction Company, George A. Engert; T. S. Mulcahy, railroad construction, 22 Exchange Street; G. construction, 22 Exchange Street; G. M. Carpenter, 200 Livingston build-ing, resident salesman Monarch Type-writer Company; George F. Gallag-her, 455 Lake Avenue, boiler setting; R. Spencer Post, H. A. Tarbox, 425 Powers building, real estate; Rollson S. Bost-wick, 695 Powers building, attorney at law; Gordon & Madden, 300 Sibley block, architects; J. H. Pardee. Canandaigus, general manager Rochester & Eastern Rallway Company: The Lock Insulator Manufacturing Company, Victor, manufacturers of glass and porcelain, etc.

Annual Banquet in December.

After the meeting, Secretary Ives made several announcements, principal among them being the date and arrangements of the eighteenth annual dinner of the Chamber of Commerce, which will be held December 14. Invitations have already been sent to speakers having a national reputation and it is hoped that several prominent men will be present. Vice President Fairbanks is among them and others are Hon, James Beck, New York; Justice Brewer of the United States Supreme Court, who is asked to Governor Cumminfs, Iowa, and others.

The first meeting of the corporation for the fall will be held next Monday even-ing, when Secretary Ives will give a de-tailed report of the peace conference at vention at Chicago, both of which he at-tended as delegate from the Chamber of Commerce Lake Mohonk and the reciprocity

The annual year book of the Chamber of Commerce, which will be more elab-brate and beautiful than ever, is now being prepared. It will contain cuts of many of the new buildings in the city and architectural plans and drawings of others which are proposed. It will also contain the largest photograph ever contain the largest photograph ever bound in a book, being 37 inches long. The cover is also a work of art, being a fantastic sort of view of the Rochester buildings looking up the Genesee River, which runs down the center of the

Several large conventions are to be held in the Chamber of Commerce in the near future, among them that of the Humane Society and the Society for the prevention of Cruelty to Children of New York State on October 4 and 5. The conof the seventh and eighth disvention of the Several and tricts of the New York State Dental Society will be held there from October 30 to November 2.

SHIP TO SAIL AROUND WORLD Floating Exposition Will Exhibit American Goods in All Countries.

F. G. Bradley, president of the American Floating Exposition Company, has written to the Chamber of Commerce, saying that he can come to Rochester and make an address on the enterprise he is promoting next Wednesday night. This matter was laid before the Board of Trustees at its monthly meeting last week, and John M. Ives, the secretary, was instructed to write to Mr. Bradley. Mr. Ives desires that any business men interested in the undertaking that Mr. Beadley represents write to him, since he does not want Mr. Bradley to come to the city on a fruitless errand.

American Floating Exposition is to be a large steamboat, leaded with American products, which is to sail around the world, visiting seventy-five ports in forty-six countries. It will go to Europe, Asia, Austra-Ha, South America and ports in Central America and the West Indies. The ship is to leave New York in January, and it will be on its voyage for fifteen months.

Each exhibitor on the boat is to be allowed forty square feet, for which he will pay \$2, 000. He will also have a representative on board, for whose board, lodging and trans-portation he will pay \$500. Information about the ship is to be printed in the various lan-guages and distributed in the cities to which the boat will go. The representatives of the fors will have an opportunity to tell chants come aboard at the ports.

FAIRBANKS MAY SPEAK IN CITY To send a men with the exhibit would coar sent to that the total expense to Jack County of the sent a men with the exhibit would coar sent to that the total expense to Jack SPEAK IN CITY To send a men with the exhibit would coar sent to that the total expense to Jack County of the coar of the sent of the se

ASKED TO BE AT CHAMBER OF COMMERCE DINNER. Dre -9/28 GOVERNOR OF IOWA, ALSO

Chamber Trying to Get Prominent Men for Its Annual Banquet. Preposition to Have a Big Boiler Plant Here-Meeting of Trustees

The eighteenth annual dinner of the Chamber of Commerce is to be held on Thursday, December 14th, and a report on such preparations for it as have been undertaken was made by the secretary, John M. Ives, yesterday afternoon, at the first meeting of the Board of Trustees this fall. Much business came before the meeting.

Mr. Ives reported that he had sent out manker of men to speak invitations to a number of men to speak at the dinner, but that it was yet 100 soon to receive replies from them. Among those who have been asked to be speakers are who have been asked to be speakers are C. W. Fairbanks, vice-president of the United States; James Beck, of New York, former United States attorney-general; Justice Brewer, of the United States Supreme Court, and Goveynor Cummins, of Iowa. Justice Brewer has been asked to speak on "International Arbitration."

Two men representing Joseph T. Ryergon & Sou iron merchants and special

son & Son, iron merchants and special agents, who have factories in New York, Chicago and other places, presented to the trustees a proposition for the building of a manufactory of boilers, tanks and ironwork. They were F. B. Sloeum and a Mr. Carter. For these supplies Rochester has to send out of the city, and Mr. Slocum advocated Rochester's having its own boiler works.

It was urged by Mr. Slocum that Rochester was well situated in respect to the getting of boiler plate and structural material and that It had the advantage in city that a plant here would get, he said, the local demand for boilers alone would

amount to \$240,000 to \$320,000.

A plant for the manufacture of these products would cost about \$125,000, Mr. Slocum said, not including the cost of a site. The company Mr. Slocum represented stood ready, he said, to arnish interested parties all the assistance it could in estab-lishing the business. The proposition was referred to the Chamber of Commerce Committee on Manufacturers and Promo-

Corps of Commercial Attaches.

nunication was read from John Bell Osborne, chief of the Bureau of Trade Relations, at Washington. This dealt with the proposition of creating a corps of comnercial attaches to the American emmotion of the trade interests of the country abriad. President Roosevelt suggested that six such representatives be appointed, and the matter has now been before the bureau for some time. It asked matter was referred to the Committee on Legislation

A request that the chamber place itself on cord as in favor of reciprocity was made by the Merchants' Association of New York, in a long communication. It was urged that Germany, France, Switzerland and Italy were about to pass retallatory measures, because of the high tariff of the United States, and that this country should take steps to event such action, which would greatly inure trade. The trustees passed a resolution in favor of reciprocity. The Chamber of ommerce has expressed itself in favor of

ciprocity before.
In a communication from John F, Dryden, United States senator, the chamber was asked if it favored federal regulation of insurance companies, which had been advocat-ed by President Roosevelt. The trustees deeided to wait until the Armstrong commit tee made its report before expressing an opin-log on this matter.

to be held in the Auditorium Hotel, Chicago, on October 26th, a communication from E. P. Bacon, chairman of the Executive Committee of the convention, said; and the chairber was asked to send delegates to it. secretary was instructed to write that the tion and to say that, while it was in favor of the alms of the convention, it would not send delegates.

that the Fourth Assistant Postmaster-General had issued an order that each carrier on rural free delivery should number the boxes along his route, beginning with the first he came to as No. 1, etc. In the letters read yesterday it was said that this order was undoubtedly inspired by department houses, which, if the boxes were numbered as proposed, would be able to flood the country with their catalogues without even knowing posed, would be able to flood the country with their catalogues without even knowing the names of those to whom they were sending them. It was argued that this would take much trade from the small dealers. The secretary of the chamber was instructed to write to Postmaster-tieneral Cortelyon, saying that the proposed action was considered peralclous and asking that it be not taken. The order was to become effective October last.

Details of a scheme for advertising Amerlean goods throughout the world was pre-sented in a letter from F. G. Bradley, pres-ident of the organization promoting it. This ident of the organization promoting it. This scheme is called the American Floating Exposition. A number of New York men have pleanned to send a large ship, loaded with American products, on a fifteen months' voyage around the world. Space on this boat la to be sold at 850 a square foot, and each merchant who desires to join in the venture is to be allowed forty square feet on the

First Meeting of Corporation. ports by Secretary Ives.

At the first fall meeting of the corporation of the Chamber of Commerce last evening Secretary Ives announced that he had received a letter from Gov. Cummings of Iowa accepting an invitation to be present and deliver an address at the annual dinner of the chamber, which will be held this year on December 14th. As Gov. Cummings is one of the prominent political figures in

one of the prominent political figures in the middle west and enjoys a national

reputation as an orator, the members of the chamber were much elated over his

President Rogers presided at the mect-

President Rogers presided at the meet-ing and Secretary Ives was the only speaker. He gave an account of the eleventh annual peace conference which was held at Lake Mohonk, May 31st to

June 2d, and of the national re-sprocity convention held at Chicago, August 16th

and 17th. Secretary Ives spoke of the

and 17th. Secretary Ives spoke of the important character of the peace conference and in proof of this named the following as among those of national reputation who attended: Justice Brewer of the United States Supreme Court, Justice Chester of the New York State

Supreme Court, Judge Gray of the United States Circuit Court, Chief Justice Moore

States Circuit Court, Chief Justice Moore of the Michigan Supreme Court, Count de la Rocca and Dr. Jose de J. Paul, French and Venezuelan members of the Franco-Venezuelan claim commission;

Oscar S, Straus, member of The Hague

court; Gov. Jackson of Raode Island, and several editors and presidents of

fact that since the enactment of the Mc-Kinley and Dingley tariff many of the continental countries are establishing

retalative tariffs which are sure to in

jure our export trade. At the conclusion of the meeting a luncheon was served.

DEMOCRAT

OCTOBER 6, 1905.

HEATS DISTRICTS

WITH HOT WATER

SYSTEM COMPANY WANTS

TO INTRODUCE HERE.

CITY'S POPULARITY GROWS

Many Companies and Persons Ask.

ing the Chamber of Commerce for

Information About Rochester,

With a View to Locating Here

Among the business enterprises

have been brought to the attention of the Chamber of Commerce by persons who de-

sire to establish them in Rochester is that

of a company that has a system of hot water heating by forced circulation for sep-

rate buildings and also for many build

ings from central stations. This company has an agent in the city, and it is trying to obtain capital here with which to intro-

The proposal to heat districts of the city with hot water distributed from a central station is the feature of chief inter-

est about the company. A similar com-pany is established in New York, known as the District Steam Heating Company,

but, as its name implies, it uses steam as a heating medium. Companies using steam operate also in Detroit, St. Paul

and other places. It is said that it has been found practicable to distribute steam for a distance of one and a half miles

Central station steam heating has been

in use for twenty-five years, and hot wa ter heating from central stations for abou

company promoting it claims, of course, many advantages. In the central hot was

ter heating system that it is desired

establish here an effort is made to turn to profitable use as much as possible of the energy produced. To this end the en-

ing the water is transformed into electricity and the electricity sold to those desiring

Stove Plant Proposed.

Another man who has applied to the Chamber of Commerce for assistance is

many years manufacturing them. He wants to establish a plant for the manufacture of stoves and sale of them direct

to the users. For this he needs a capital

of \$75,000, and he is in search of those who will invest in such an undertaking. Part of the capital he will supply himself.

and he is prepared to direct the manufac-turing of the product. Anyone interested in such a proposition should communicate

merce, John M. Ives.

The Hy-Jen Chemical Company, which manufactures toothpaste, will, it is thought, move its plant from Chicago to Rochester. This company was incorporated under the laws of the state of New Jersey in 1901, with a capital stack of \$500.

sey in 1901, with a capital stock of \$500,-

600. The Chamber of Commerce used its influence in trying to get it to come to Rochester, and it was also instrumental in

inducing the Filter Toothbrush Company to decide to come here. The latter com-pany is to establish its plant here. Its luminess is the majurfacture of toothbrush-

with the secretary of the Chamber of Com

practical designer of stoves and has sp

ergy necessarily produced as steam in h

seven years. For the latter system

uce its method.

ough street mains.

sities and colleges. Mr. Ives said that the delegates at the

view of the tariff situation owing t

Mr. Ives will give reports of the Peace Conference at Lake Mohonk and the Reciprocity Convention at Chicago, to both of which he vent as a delegate.

rent as a delegate.

The biennial book of the Chamber of Commerce is now being prepared. It is to have a number if new features and will undoubtedly be the est book the chamber will have get out. There will be in it some fine photo-engravings, cuts of some of the new industrial buildings and of others in course of construction, and the design on the front cover will be unusually attractive.

New members received yeaterday were: Rochster & Southern Construction Company, represented by George A. Engert and T. S. Mulchay, sented by George A. Engert and T. S. Mulchay, railroad construction, No. 22 Exchange street; G. M. Carpenter, No. 200 Livingston building, resident salesman for the Monarch Typewriter Company; George F. Gallagher, No. 455 Lake avenue, holier setting: R. Spancer Post and H. A. Tarbox, real estate, No. 425 Powers building; Rolisson S. Bostwick, attorney, No. 465 Powers building; Gordon & Madden, architects, No. 309 Shiby building; J. H. Pardee, Canandadgun, general manager of the Rochester & Eastern Railway Company; The Locke Insulator Manufacturing Company, Victor, N. Y.

DEMOCRAT AND CHRONICLE,

OCTOBER 3, 1905.

IOWA'S GOVERNOR TO SPEAK HERE

ACCEPTS INVITATION OF CHAMBER OF COMMERCE.

TO BE AT ANNUAL DINNER

Governor Cummins Will Probably Tell of "lowa Idea" for Tariff Revision at Banquet of Chamber. Monthly Meeting of Corporation

At a meeting of the corporation of the Chamber of Commerce last night John M. Ives, the secretary, amounced that Governor Albert B. Cummins, of Iowa, had consented to come to Rochester to speak at the annual dinner of the enamber. This is to be held Thursday, December 14th. Governor Cummins is said to be an able speaker, and has become known especially ecause of his suggestions for tariff re

Governor Cummins' letter accepting the chamber's invitation was received yester-day. It was written from the executive office, Des Moines, on Saturday. It fol-

Upon my return, after an absence of ten days, I find your very kind invitation of the 25th instant. I had determined not to make any engagements for speaking away from home during the month of December, but your request is so attractive to me that I have reconsidered my resolution, and unless something unforeseen occurs I will be with you on the evening of December 14th. Please write me at once, so that I may know definitely that the engagement is made.

Clinton Rogers, president of the cham-

Clinton Rogers, president of the chan ided at the meeting last night, A ber, presided at the meeting last night. A report of the Lake Mohonk Peace Conference, held June 1st and 2d, and the Na-

ence, held June 1st and 2d, and the National Reciprocity Convention in Chicago, on August 16th and 17th, was given by Mr. Ives, who was a delegate to both.

The Chamber of Commerce of the state of New York is agitating for a modification of the present tariff, and Mr. Ives read portions of a letter sent out by it. Parts of this letter follow:

"Since the enactment of the McKinley and Dingley tariff laws the nations of Con-

and Dingley tariff laws the nations of Cor and Dingley tariff laws the nations of Con-tinental Europe—France, Germany, Aus-tria, Russia, Italy, Switzerland, Spain and Portugai—following the example of the United States, have adopted, or are about to adopt, high protective tariff duties on imports into their respective countries, which have the effect, or when adopted will have the effect, of very seriously cur-tailing, if not in some instances entirely talling, if not in some instance cutting off, our exports to these European countries, some of which have in the past been among our best customers.

"The tariff systems adopted by most of these under which they reduce the rates of duty on many articles by separate treaties or conventions with such nations as offer tariff concessions in exchange, the difference in the two rates of duty in the case of some antiers from 15 to 75 per

"When these new tariff systems are in full force the effect upon the export trade of the United States will be disastrous, as not only shall we be subjected to the high and in many cases prohibitive rates of duty of the maximum or general tariffs, but shall also find the reciproil reductions made by European nations among one another under their minimum or conventional tariffs handicapping our export trade with still greater disnovantage."

The letter read by Mr. Ives offered proof of these statements by reference to a number of the countries, especially calling attention to the duties Germany is to enforce on March 1st, of

Refreshments were served at the close of the



GOVERNOR ALBERT B. CUMMINS OF IOWA.

Governor Cummins, who has attracted national attention because of his advocacy of the "lown idea" of tariff reform, is a tall, sturdy, handsome man of fifty-three. Carpenter, express messenger, railroad man, lawyer, governor, he has steadily risen year after year. He favors "any modification of the tariff schedules that may be required to prevent their affording a Evening Jimes - 10/4 shelter to monopoly."

es from a Turkish wood. "The requests that have come to the Chamber of Commerce to-day for assistance, suggestions and information are typical of what we have to deal with every said Mr. Ives yesterday afternoon Besides business matters that are brought to our attention, we are called upon to answer a great variety of questions."

Variety in Ives's Letters. The proposition to establish a central hot water beating system was made Wednesday.

A letter from a Canadian company was re-ceived yesterday, in which information as to the advantages that a manufacturing company would enjoy in Rochester was asked for. This company wants to come here.

A letter from the secretary of the mayor of Seriaton, Pa., was received yesterday, It msked if Rochester had places of amuse-ment of a certain character,

Another letter was received from a New York concert company, in which information about the scating capacity of the music balls and assembly halls of Rochester was reones

A man who raises dogs, foxes and other small animals on Long Island wants to know how much ten acres of land, perhaps tifteen rolles from the city, would cost. His letter was received yesterday. If the favorable conditions he is seeking are to be found in Rochester, he may decide to come here. From one of the interior cities a woman writes to the chamber, asking if a man, pre-sumably her husband, is working in a certain factory of the city. This letter was re-

was received yesterday. He wants a two scory building, about 40 by 60 feet, with some room for storing lumber, where he can get about forty horse-power. He says that if he comes here he will employ about at Rooms Used Freely.

Besides the many applications made esturday, "the hall and library of the chan This week illustrates the use that is made of those facilities of the chamber. The cornoration of the chamber itself met in to all Morday night. On Tuesday night for a meeting in which they plan Sunday afternoons in the winter. Yest: lay and to day the state Humane Societies had their convention here. The seventh annual convention of the Rochester Commercial hold in the hall on Saturday night. Then the chamber is open for the use of the pub-He at any time, and a great many meetings are held here. Informal meetings are held here, committees come up to make their plans, business men resort here to discuss their affairs," etc.

The chamber now has an advertisement in the street cars, welcoming strangers to the city, ineiting them to apply to the chamber for infor-nation and other assistance, and to consult "Rochester's public encyclopedia." "Have you a public encyclopedia that I may

took at?" saked an introcent looking individual who came up to the once of the chamber one day "You're looking at it now," Mr. Ives replied. Conversation with the stranger developed the fact that, sithough he had an unsophisticated aspect, he knew his way about. He was a missionary who had been up many of the rivers of South America, traveling for hund miles with no company except a native guide

and he had much to say of interest and value New Yorker Likes City.

first time in his life, partly on business and partly for pleasure. Various advantages to be found in Mochester elicited unstinted admiration from families live in separate instead of apartment

"You have here," he said, "practically all of the advantages and scarcely my of the disadvan-tages of the city. Your city is refreshing for one who has fived in New York all his life. But," he added, looking over the city from the office

of the chamber, "you have some smoke."
"We have, but we are going to get rid of it," the city are now putting in smoke consumers, and

This man intended to leave the city last night but found so much to interest him here that no decided to remain another day:

THE ROCHESTER

AN ADVERTISING SHIP. Proposition Made to Chamber of Commerce May Be Received Favorably.

F. G. Balley, president of the American Floating Exposition, who made a proposition to the Chamber of Commerce

rested in the scheme. The proposition is to engage a ship of .000 tons and sell advertising space on t for \$50 n foot. The ship will make a our of all the seaports of the world and ure in the history of advertishing.

LITTLETON AND CUMMINS.

Governor of Iowa and President of Borough of Brooklyn Secured.

speakers for its annual banquet, to be held December 14. Announ already been made of the acceptance of the invitation extended to Governor Al-bert B. Cummins of Iowa. Yesterday at acceptance was received from Martin Littleton, president of the Borough Brooklyn, who wrote as follows:

Mr. John M. Ives, Serviur's Rocher 6, Chamber of Commerce, Rochester, My Dear Mr. Ives, I have your for October 4, inviting me to address your quet on December 11, and as this I third three you have invited me and have each time under some excuse was good for me but had for you, going to make a positive agreement the price of the property of the positive agreement the property of the fact that have not grown out of material you please was and suggest the topic you would a have me speak upon. With heat wis am Yours very sincerely. Yours very sincerely MARTIN W. LIPTLETON.

LITTLETON TO BE CHAMBER'S GUEST

WORD OF "SILVER-TONGUED ORATOR" GIVEN.

AS AFTER-DINNER SPEAKER

President of Borough of Brooklyn to be at Annual Dinner of Chamber of Commerca-BetterMailService Between City and Avon Secured

Another speaker for the annual dinner of the Chamber of Commerce, Martin W. Littleton, president of the Borough of Brooklyn, has been booked. A letter of acceptance has just been received from him by the severage of the secretary of the chamber,

Mr. Littleton is a Democrat, and is not only one of the considerable men of Brooklyn, but is known throughout the country. It was he who nominated Judge Alton B. Parker as the Democratic can-didate for president. Mr. Littleton is a remarkably able speaker. His brother

was governor of Tennessee.

Mr. Littleton's letter to the Chamber of Commerce follows:

"I have your letter of October 4th, inviting me to address your banquet on December 14th; and, as this is the third time you have invited me and as I have each time made some events which were each time made some excuse which was good to me but bad for you, I am going to make a positive agreement to accept it and speak for you on that night. I appreciate very much the fact that you have not grown out of patience with me in the last three years.

"Will you please write me and suggest

The chamber has now two speakers for ts dinner. Governor Albert B. Cummins, of Iowa, known as the author of the "Iowa idea for tariff revision," accepted invitation to speak at the dinner some days ago.

Improved Mail Service.

Efforts made by the Chamber of Commerce have resulted in a better mail service between Rochester and Avon. In the past the earliest train from Avon to Rochester left Avon at 10:15 o'clock in the morning and as a rule did not get to the carriers here before 2 o'clock in the aft-ernoon. As the mull to Avon left Roch-ester about 5 o'clock, this gave little op-portunity. ester about a octook, this gave little op-portunity to answer morning letters from Avon so that they would go to that place on the same day. The only mail from Avon other than that at 10:15 o'clock in the morning left that place at 5:15 o'clock in the afternoon, and it was not, therefore, distributed here during office hours. The only mails from Rochester to daily reached that place at 10:15 o'clock in the morning and 5:38 o'clock in the

ernoon, dr. Ives wrote to Representative James W. Mr. Ives wrote to hopresentative James W. Wadsworth of Genesea, on August 28th, asking him to bring the matter of the inadequate mail service to the attention of the Postoffice Department. It was further suggested that a closed bug be put on Eric train No. 100, which leaves Avon at 7:45 o'clock morning, and one on Erle train No 101, which leaves Avon at 8:40 in the evening. A small bag on Eric train No. 102, which leaves Rochester for Avon at 7 o'clock in the morning, was also asked for.

Letter to Wadsworth.

A letter from the Second Assistant Postmaster General to Mr. Wadsworth was sent by the latter to the chamber. It promises that two of the trains spoken of will carry mall in the future. These are train No. 102, which leaves Rochester for Avon at 7 o'clock in the morning and train No. 103, which leaves Avon for Rochester at 7.45 o'clock in the morning. It was said that the amount of mail collected at Avon in the evening did not warrant sending a bag from Avon on the 8:40 o'clock train in the evening

F. G. Bradley, president of the American Floating Exposition Company, has written to Mrs. Ives that he will be in Rochester et 4 o'clock to-morrow afte with any business men who desire to exhibit goods on the ships that his company is going start around the world to January Bradley will be in Buffalo to-day and will come on to Rochester to-morrow. The Amer-ican Floating Exposition Company is prowith American products around the world. It will be fifteen months on the voyage and will touch seventy-five ports in forty-six countries.

deducted ESI immates of local instit. having residence elsewhere, and to it we added 525 immates of out-of-town institu tions who were residents of Rochester. The work of taking the enumeration was begun on June 1st, but was not completed by revision was not finished by Supervisor of Enumerators G. Townely Fries until late in September, after the results in several of the cities had been announced.

The highest estimate of the city's population was based upon nothing more than guesswork and was 200,000. The next the current city directory and was 197,125. That estimate was reached by averaging the ratios between the number of
names in the directory. names in the directory for 1880, 1800, 1892 and 1900, and multiplying the estimated number of names in the current directory by the result. It was at that point in the discussion that a Democrat and Chronic arithmetic sharp did some figuring.

He said that the method of estimating upon the number of names in the directory is open at all times to serious error in that the ratio varies from year to year for varous cities and that there are a number of factors which affect the result and impair the value of the estimate. The removal to or from a city of large industries or a con-siderable number of small ones, will cause an abnormal increase or loss, change the an annormal increase or loss, change the ratio and give it only an accidental value. The Democrat and Chronicle's arithmetic sharp pointed out that during the decade closing with 1900 the growth of the city was steady and healthful, and that the increase in the population since 1900 had been no greater and not appreciably less than during the decade mentioned. During that tenerare period to the control of th ing that ten-year period the increase was ing that ten-year period the increase was 21.44 per cent. Using that figure for the past five years an estimate of 180,039 was reached, and that figure was only 1,633 out of the way. That was the closest estimate as to the present population that was made and announced before the enumerators had completed their work,

The figures of the enumeration by wards

onow:			
Ward.	1905.	1000 -	Contract Con
Tret	2,286	1900, 1	cre
ocond		2.158	
hird	4,000	8,327	
11111	6,738	6.623	
ourth	0.744	0.280	
	7,000	7.827	
STD	7,951	7,529	
eventh	7.658	6.833	
ighth	13,349	12.852	
inth	6,288	5,596	
enth	8,728	8,380	
leventh	11,835	10.718	
welfth	13 000	11.263	1,
hirteenth	5,335		
ourteenth	0,000	4,926	
Ificenth		9,221	1.
	7,485	6.759	
xteenth	8,701	7,745	
eventeenth	18,585	16,640	1.
ighteenth	12.369	9,888	2.
ineteenth	13.206	11,431	1,
wentieth	8,379	7.582	-
wenty-first	1,145	1,004	1.
mates of out-of-	-1-40	*****	41
A COUNTY OF THE PARTY OF THE PA			

181,672 162,608 19,064 The results of the enumeration in thirtyeight cities have been announced up to this time, showing a total increase of 147,117. The complete figures so far announced fol-

TV.				
City.	1905.	1900.	Increase	D
hany	98,370	94.151	4,219	
nsterdam	23,943	20,929	3,014	
burn	31,429	80,345	1.078	
ngliamton	42,040	39,647	2,393	***
lioes	24,183	23,919	079	***
rning	13.515	11:061	2,454	***
rtland	11,271	9,018	2,258	***
inkirk	15,251	11,616	3,635	
mira	34,692	35,672		***
neva	12,250	10,423	1,817	
overaville	18,672	18,349	200	
rnellsville	13,259	11,918	1,341	
dson	10,290	9,528		***
nen	14,615	13,136		
mestown	26,160	10,100	1,479	***
hnatown	9,845	22,892	3,268	
tle Falls	11,122	10,130	*****	
ekport	17,552		741	
ddletown	14.516	16,581	971	***
unt Vernon.	25,059		6	
	20,009	21,278	8,778	
whurgh	26,500	24,943	1,557	***
w moenene	20,480	14,720	5,760	
ngara Falls		19,457	7,102	***
Tonawanda	10,157	9,069	1.088	***
densburg	13,177	12,633	546	
mm	9,869	9,502	358	
eida	8,420	7,538	882	
atsburg	9,298	8,434	864	
chester	181,672	162,608	19,064	
mo	16,567	15,343	1.224	
renectady	58,360	31.682	26,687	
гасике	117,498	108,374	9,124	
iawarda	7,904	7,421	483	
F	76,861	60,651	16,210	***
cs	62,935	56,383	6,552	
deriown	25,447	22,432	3,015	
tervilet	14,600	14,321	279	
nkers	61,707	47,931	13,776	

OCTOBER 11, 1905.

Increase of Nearly Twenty Thousand in the Population of Rochester in Five Years

State Enumeration Shows the City to be Gaining DAC Inhabitants at Rapid Rate.

The population of Rochester, announced yesterday by the State Enumeration Bureau, is 181,672, an increase of 19,064 over the federal census of 1900. The rate of increase was a fraction above 10.49 per cent. Of the increase 1,145 is due to the annexation of part of the town of Brighten innexation of part of the town of Brighton last April. The actually enumerated

PRESIDENT ROGERS ON SMOKE APPLIANCES

President Clinton Rogers of the Cham ber of Commerce in response to queries this morning said that owners of large buildings in Rochester are preparing for compliance with the provisions of the ordinance recently adopted by the common council in the compilation by Spe-cial Assistant Corporation Counsel Edward R. Foreman.

"All plants using coal simply for heating purposes, low pressure boilers," said President Rogers, "should use hard coal. Such buildings include office buildings. apartment houses and stores. The wheat hard coal will cost the users no more than soft coal; it can be bought more than soft coal; it can be bought as well avoid in ent houses and stores. Buckfor \$3 per ton and its use will avoid in many cases the need of smoke-consum-ing appliances. Of course, some may prefer to use one of the appliances on the market which are intended to econ omize in the use of fuel more particu-larly than to prevent smoke; the use of hard coal with such an appliance result not only in saving of fuel, accord ing to the claims of the makers of the appliances, but will prevent the issuing of dense smoke from chimneys which is what the Chamber of Commerce and the city authorities particu-larly desire. It may be necessary in some cases to put in a grate to enable engineers to use the buckwheat coal

"I know of at least a dozen owners of large buildings who have made contract within a week or two for installing ap pliances for preventing smoke. Others are looking into the matter and I believe that by the time the ordinance becomes effective next June, there will

"The committee appointed from Chamber of Commerce members to secure the passage of such an ordinance as we now have is still in existence. ampleased to state that sentiment generally is entirely in accord with the pro-visions of the new ordinance."

All persons interested in this matter

may obtain definite and detailed information as to the provisions of the or-dinance by calling at the city law department or upon the com public safety, where copies of the ordi-nance are on hand.

A dead white surface of cardboard or

other material not less than sixteen inch es in length and in width is divided into squares by straight dead black lines drawn at right angles to one another oss the surface. Each of these lines shall be of a uniform width of one twenty-fourth of an inch and shall be spaced one-quarter of an inch fr The color of this scale when centers. The color of this scale when viewed from a distance of not less than one hundred feet in the open air, shall be used as a basis of comparison of the

POPULATION WAS 181,672 IN JUNE

State Enumeration of Rochester Given Out Officially.

GAIN OF 19,064

Figures Show Increase in Every Ward-Eighteenth Gains

Herael Most 1111904-CHAMBER OF COMMERCE DISAPPOINTED AT TOTAL

The figures of the population of Rochester on June 1, 1905, as enumerated un-der the supervision of the state, was made public yesterday afternoon. The official total is 181,672 against 162,608 in 1900 and 133,896 in 1890, an increase of 19,-064 since the Federal census was taken they years are.

five years ago.

The actual enumeration was 182,028. but from this total there has been deducted \$81 inmates of the state and county institutions in the Tenth and Fourteenth Wards. This was done under the plan of distributing the inmales of state and county institutions, according to the city and county of actual rest ing to the city and county of actual resi-dence at the time of admission to the in-stitution. At the same time there has been added 525 inmates of outside insti-tutions, who at the time of their admis-sion had a residence in Rochester. There is also included in the new 'enumeration 1,145 residents of the new Twenty-first Ward, formerly a part of the town of Brighton, that was annexed

town of Brighton, that was annexed

Increase by Wards.

There has been some increase in every ward in the city, the exact number being as follows: First Ward, 128; Second Ward, 679; Third Ward, 115; Fourth Ward, 464; Fifth Ward, 79; Sixth Ward, 422; Seventh Ward, 825; Elghth Ward, 467; Ninth Ward, 692; Tenth Ward, 348; Eleventh Ward, 1,117; Twelfth Ward, 1,-797; Thirteenth Ward, 409; Fourteent Ward, 1,172; Fifteenth Ward, 726; Six teenth Ward, 956. Seventeenth Ward, 1. 945; Eighteenth Ward, 2,481; Nineteent Ward, 1,775; Twentleth Ward, 797.

It will be seen that the Fifth War shows the smallest increase, only 79, and the Eighteenth Ward the largest in-crease, 2,481. The Seventeenth is by far the largest ward in the city, but its rate and Nineteenth Wards show the largest percentage of increase.

The smallest ward in the city is the First, excepting the new Twenty-first Ward that has just been annexed. These figures are specially significant, as they will be used as the basis for a new ap ent and a change in some of the ward boundaries within another year.

Figures Are Disappointing.

There will be some disappointment at the total, although the gain is large. But was met five years ago when the Federal census gave a population of 162,608, when the general expectation was 175,000 Rochester's rate of increase for five years past, averages nearly 4,000 annually, but there is no doubt this increase has been very much greater in the last two years than this average. The rapid growth in sight promises an in-crease at least of 25,000 to 30,000 in the next five years, when the next Federal

s will be taken. The officials of the Chamber of Comerce were disappointed at the figures given. President Clinton Rogers said last night: "We had figured that Rochester should show at least 185,000 populaion on a conservative basis. Judging by e demand for houses and the mar signs of prosperity and growth. we had hoped the figures might even be higher than 185,000. But as these figures re official and cannot be changed now, suppose there is nothing to do about it. Certainly the increase in five years, even if not as great as anticipated, is very gratifying. It indicates that Rochester will certainly pass the 200,000 mark by a omfortable margin when the Federa isus is taken five years hence."

Secretary Ive's Comment.

"Of course, it's a disappointment" said Secretary John M. Ives, of the Chamber of Commerce; "but so has nearly every other city in the state been isappointed with the census figures Buffalo is credited with a population of but 377,000, a gain of only 5,000 a year since the last census, a percentage less than ours. Syracuse also makes a comparatively poor showing. Schenectady is the only city in the state showing a re-

markably large comparative increase of population. That city has gained 26,687 population since the last census, but this is easily accounted for by the fact that the General Electric Company's new plant there brought most of the increase

conservative element at the Chamber of Commerce has been esti-mating the present population at from 180,000 to 183,000, including the new twenty-first ward. That is pretty close guessing, for the population of Brighton village must be something over 1,000. The wild guesses of 200,000 or more have been based upon no reasonable figures; though the city is undoubtedly larger

now than it was when that census was taken a few months ago." Asked what he thought of the thoroughness of the recent census, Mr. nded that he had no high re gard for the quality of the work. With-in his personal acquaintance, he said, were three or four families that were n taken, "Another case of political favoritism," said Mr. Ives, "It seems to me that very few of those men were qualified to do the work of census taking in this city and I'm afraid they made a poor job of it."

OSCAR F. WILLIAMS TO SPEAK

Will Talk on Phase of Life in East at

Chamber of Commerce Meeting. At the next meeting of the corporation of the Chamber of Commerce, which will be held Monday night, November 6th, the speak-er will be former Consul-General Oscar F. Williams. The subject Mr. Williams is to speak on has not been announced yet, but he wil i deal with some phase of life in the East. On such a subject Mr. Williams will consular service both at Manila and at Sing-

s of the chamber

ber of Commerce Banquet.

Secretary Ives of the Chamber of Com would be happy to accept the invitaner of the chamber. With Mr. Low, Gov. Cummings of lowa and Mr. Littleton of Brooklyn, the toast list this year is sure to be a strong one and Mr. Ives expects to receive acceptances from at least two others to whom invitations have been sent. within the next few days. The following letter was received from

New York, Oct. 11, '65.

John M. Ives, Secretary Rochester Chamber of Commerce:

ber of Commerce:

Dear Sir-Your letter of October 4th, inviting me to attend the eighteenth annual dinner of the Rochester Chamber of Commerce, to be held on the evening of Thursday, December 14th, has been received. So far as I am able to judge at the present time, I shall be glad to be with you; but I am so situated at the moment that I must reserve the privilege of withdrawing my acceptance at a later day in case of need.

Thanking you for the invitation, I am, Yours very truly, Seth Low.

SETH LOW MAY BE A SPEAKER

Will be at Chamber of Commerce Dinne

if Possible, He Says. Seth Low, former mayor of New York, has written to John M. Ives, secretary of the Chamber of Commerce, saying that, unless prevented by unforescen ci will come to Rochester to speak at the cham ber's dianer on December 14th. He adds "I am so situated at the moment that

There is promise that the toast list at th chamber's annual dinner this year will be exceptionally good. Governor Albert Cummins, of Iowa, and Martin W. Litti ton, president of the Borough of Brookly have given practically unconditional promises to speak at the dinner.

Probably by far the most important question to come before the voters of the state of New York at the next election is the question of the constitutional amend ment permitting the Legislature to regulate the hours of labor and the wages paid upon public improvements. Its grave importance may be inferred from the serious manner in which such legislation has, in the past, been considered by our highest courts and by the very general condemnation which it has received from the ablest jurists in the land. The emphatic disapproval which has been expressed and the refusal of the courts to permit such legislation to stand have led to the presen attack upon the principles of our Consti tution and to the attempt, by undermining the ramparts which protect individua liberty and the freedom of contract, to open the door to an unknown number of paternalistic ideas, which are vitally at odds with the purpose and plan of our

Prior to February, 1902, there was in existence in the state of New York a statute which made it a misdemeanor for one contracting with the state or a municipal corporation to require more than eight hours' work for a day's labor. Under this law a contractor was indicted in Orange county, and the Orange County Court in February, 1902, held the law to be uncon stitutional and that its violation was not a crime. In March, 1901, it had been de cided by the Court of Appeals that the ovisions of the labor law making i a misdemeanor for contractors to use t public work any stone which had not been carved, cut or dressed within the state were unconstitutional. In February, 1901, it had been determined by our Court of Appeals that that portion of the labor law which required a contractor upon public work to pay his workmen no less than the prevailing rate of wages in the locality was unconstitutional. Several other portions of the labor law had previously either been condemned or seriously called into question by our courts, and in March, 1902, there was introduced in the Legislature of the state a concurrent Constitution by which the Legislature was to be permitted "to regulate and fix the wages or salaries, the hours of work or labor," etc., of persons employed upon state or municipal work, and employed either by the state or municipality direct ly or by an independent contractor. This resolution was passed in 1902 and again in 1903, and is to be presented to the people for adoption at the general election on November 7th next. The proposed amendment is to be added to section one of article twelve of the Constitution, which at present provides that the Legislature shall regulate, etc., the organization cities, and restrict their powers of taxation, etc. The proposed change and add tion is known as amendment No. 4 and is to be submitted to the people in the follow

ent to Section 1, Article XII, of the Con-

ies, be approved?" It would be dif-

tution, relating to the organization

ficult to conceive of any form of ques

and scrutinizing the merits of the proposed change, it will be found to be a step in the wrong direction, and the initial step in what may become a dangerous tendency on the part of the state to arbitrarily interfere in the people's business. The plain purpose of the amendment is to permit the Legislature to re-canct the eight-hour law

and the law relative to the prevailing rate of wages; in other words, to forbid our cities and other political subdivisions to have their work done upon as favorable terms as private persons. Their workmen are intended to be paid the most and work the least of all workmen. To divert the funds of a municipality in this manner and for the benefit of private and class interests, is now unconstitu and if this amendment passes will never theless still be in conflict with the funda ental conceptions of our government and institutions. Henceforth the state will make the contract and the city will pay the bill. The state is to be generous to a favored few, and the unlucky workman who pays the tax and happens to be em ployed upon private work is to liquidate the state's splendid magnanimity. The evident intent of the amendment is to de prive cities and their contractors of the ex ercise of all judgment and discretion i the matter of wages paid workmen. Hence orth, everyone except a municipality is to have the right to make his own contracts As our Court of Appeals said in one ease "Such legislation may invade one class of rights to-day and another to-morrow, and If it can be sanctioned under the Con stitution, while far removed in time, we

will not be far away in practical states-

manship from those ages when govern

ntal prefects supervised the building of

ouses, the rearing of cattle, the sowing f seed, and the reaping of grain, and govnmental ordinances regulated the move wages, the price of food, the diet and clothng of the people, and a large range of ther affairs long since in all civilized lands regarded as outside of governmental funions." As was pointed out in another ase, if a city is not permitted to enter nto fair contracts with its employees or such terms as private individuals may, it is disabled from properly performing the aties enjoined upon it by law. When the expense of an improvement is enlarged beyond actual and reasonable cost under rdinary business conditions" then the property of the taxpayer is taken from him without due process of law. Fur-ther than all this, such legislation casts all workmen, engaged in any particular occupation, "higglety pigglety" into one mass of unclassified intelligence and ignorance, fitness and unfitness. If a contractor must pay the highest wage he cannot afford to mploy any save the most highly skilled and this means the denial of state or public work to all workmen except the efficient. This is not fair to by far the greater number-those who are able give less and are willing to accept less in return. It is a dangerous step in the wrong direction. If the state is to invade the freedom of contract in one particular, such a step becomes a justification for further act of paternalistic meddling. If paternalism is right; if meddling by the state in the private business of its munic pal corporations is proper; if the funda mental theories of our government are and amendment is to be advanced and favored; fashioned ideas of the freedom of contract if it is right that our cities should be run on business principles; if classification is naturally wrong, then the time to en paternalistic patch has been plastered on

our very respectable Constitution. The wisdom of incorporating such laws into the general body of laws of the United States was pondered over by a department of the United States government, and by both bodies determined against the advis ability of such measures,

In can be confidently asserted at the present time that any laws which our Legislature may pass in conformity with within any of the restrictions of the United States Constitution. That precise question has been determined in a decis handed down in 1903 by the United States Supreme Court, in which the validity of a sion. It was there determined that, so far as the United States Constitution is concerned, a state has the unqualified right to prescribe the terms upon which labor shall be performed upon the works of its political subdivisions. The only time and place, therefore, at which this advance of paternalism may be checked is on the 7th day of November, 1905, at the polls Little or nothing can or should be ex-pected of future legislatures once the people give their implied sanction to such measures in advance.

Comparison by Wards. SETH LOW MAY SPEAC The most interesting comparison is the showing the increases in each wards of the city as follows: Acceptance of Invitation for Chamber of Commerce Banguer. Description of Commerce Banguer. Acceptance of Invitation for Chamber of Commerce Banguer. Description of Com MAY REACH TWO MILLIONS

Building for Nine Months This Year Surpasses the Total Building of Last Year-Permits for \$259,993 for September.

Building Operations for Three Years

Again the monthly record of buildings ms been broken, according to the official uport, compiled by Clerk Severance for the month of September and issued yesterday. The report shows building operast year and \$179,233 for the same month

It was thought that the building report of 1904 would long stand as a record, as it is almost double that of any previand not the culmination of the Rochester building boom. The total building for nine months this year has reached the enermous sum of \$3,930,492 against \$3,192,-371 for the same period last year and \$1,316,738 for the same period in 1903. In this year has already surpassed the com record of last year, which was \$3,each as high as \$5,000,000

Some adequate idea of the significance of the present building boom may be gained by comparing the records of re-

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ing plants are included in the September report. Among the largest is the new plant of E. P. Reed shoe factory on North Goodman Street to cost \$75,000. Another is an addition to the plant of Pellher Shoe any on Centennial Street, to cost the Sherwood Shoe Company is erecting an addition to its plant on South

Goodman Street, to cost \$9,000.

A notable feature of the report is the large number of fine dwelling houses to erected. In the list of permits for

welling houses are the following: Gertrude M. Furlond, Seneca Parkway, \$4,200; C. R. Garson, Culver Road, \$5,500; George W. Pye, Rutgers Street, \$4,700; Alice A. Ruddy Somerset Street, \$3,500; C. M. Thoms, Clinton Avenue North \$8,000; John T. Cummings, Albermarie Street, \$5,200; W. J. Scherer, Jefferson and Frost Avenues, \$6,000; Fred W. Post, Post Street, \$3,000; Vincent Gruner, St. Paul Street, \$6,500; Fred Gleason, Appleton Street, \$4,000; E. Louise Castleward, New Boulevard, Twenty-first Ward, \$8,-Amelia Kinde, Lawrence Street, \$4,000; John H. Erion, Augustine Street, \$4,000; Josiah Galley, Bowman Street, \$4,100; Mary L. Wirth, Central Park, \$4,-P. Brewster North Goodman Street, \$4,000; E. G. Andrews, East Avenue, \$5,000; John H. Erion, Morrill Street,

\$3,500. The Rochester Orphan Asylum has a permit for a building at the corner of Monroe and Highland Avenues to cost

OCTOBER 19, 1905. DEMOCRAT

GOOD ROADS AND MEN SPRINKLED

DELEGATES HAD DAMP AU. TOMOBILE TRIP.

HIGHWAY MAKERS DEPART

After Indorsing Plan of Apportion . ment of Expense of Road Mainte . nance and Approving the Proposed \$50,000,000 Bond Issue

With a luncheon served in the Court House lat yesterday afternoon, the second annual convention of the Monroe Good Although the rain came down in tor-rents the automobile trip of the delegates was very much of a success. It is prob-able but for the unfortunate weather it would have been greatly prolonged.

Start was made from the Court House at 2.30 o'clock in the afternoon with twenty-five cars in line. President William C. Barry and other officers of the

of the line, and members of the Rochester

of Penfield over the five-inite road, this latter road having been improved from the resources of the town of Penfield except for such part of the expense as was borde under the Fuller law. The return was by the Dugway road back to city pavements and to the Four Corners. There were about 100 men in the party and the distinguishing features of all the roads may be a cluster was a road or had wear account. ered, whether good or bad, were pointed out and made the subject of much com-There was no formality at the luncheon good roads talk, as there had been at the

Automobile club, hosts for the run, were in each ear. The route was out Main street east to University avenue, to East avenue, to Penfield road, through the town

of Penfield over the five-mile road,

...\$1,316,738 \$3,192,371

Members of the automobile club who were hosts of the rip and remained for the luncheen included President Harry S. Woodworth, Thomas J. Devine, E. V. Hart, Charles F. Garfield, Frederick Mason, T. J. Northway and A. J. Rockwood.

Division of Maintenance Cost.

What was considered by many good ands experts as the most important ac of the convention was the adopt of the resolution relating to the share expense which a town shall bear in it mance of a state road. The resolu-

It is believed that ultimately the Board Supervisors will act upon this recom nendation, as the expense of maintaining ome of the state roads is becoming a bu len upon the smaller towns, as was in-tanced in the case of the town of Chili,

Another resolution adopted was that seeing the convention on record as indorser the proposed \$50,000,000 bond issue. resolution reads:

Town and County Roads. John A. C. Wright's resolution, asking

the main roads be made county roads ie recommendations made in Mr. Wright's resolution were incorporated in other res-olutions that the convention had adopted. In an address by Highway Connis-sioner F. J. Defendorf, of the town of Greece, at the morning session, the morning for caring for roads was support as opposed to the labor system. The com-missioner described the roads of the town of Greece saying that there were micely-five miles of road and about 100 bridges. tion box, the subject of country roadways again being brought up. President Barry, and the delegates were practically a unit in voting that every posble attempt be made toward their exermination. President Barry and that usually the man who allowed noxious weeds on his roadside permitted them to grow

Officers of Association.

Chairman Griff D. Palmer, of the Pered this ticket, which was elected without

cutive Committee-Chairman, G. L.; Arthur Warren, H. B. Cash, Joseph Jared Hopkins.

Islative Committee-Chairman, County nex Arthur Warren; Alphonae Collins, W. Hopkins, Fletcher A. Defendert,

ommittee on Maintenance Chairman, J. McClintock; the highway commissioners a all the towns in the county, ceneral Committee—Hochester, James G.

The business part of the convention came to a close with many expressions of good will and appreciation of all who had contributed to the success of the gathering

FAVORS FREIGHT RATEREGULATION

CHAMBER OF COMMERCE IS ON RECORD.

ACTION TAKEN BY BOARD Democrat 10/26 -

Will Participate in Conference to DiscussAdvisability ofForming State Association to Watch Legislation. Sec. Ives to Represent Organization

The Chamber of Commerce went on record, at the monthly meeting of the Board of Trustees yesterday, as favoring governmental regulation of railroud freight rates. The resolution was not adopted until after considerable discussion of the subject. The board also voted to participate in the meeting to be held in Syracuse in the near future to decide as to whether in the near inture to her at a state association of chambers of commerce, boards of trade and similar organizations shall be formed. A request to take part in a concerted movement for the re-peal of the mortgage tax law went to the

A majority of the trustees was present and President Clinton Rogers was in the chair. In the absence of Secretary Ives the duties of the position were discharged by W. H. Harr, assistant to the secretary. The resolution as to freight rates was presented through the

was presented through the acting secre-tary and as adopted was as follows:

"Resolved, that the Chamber of Cam-merce place liself on record as being in favor of a United States commissi

sen a meeting in the Anditorium Hot Chicago at 10 o'clock this morning and continue for two or three days.

The matter of a state association of

chambers of commerce and other simils organizations came before the chamber i the form of a communication from Post-dent D. M. McCarthy, of the Syracesa Chamber of Commerce, received some time ago, in which he proposed the formation of an association, one of the duties of which shall be the maintenance of a representative at Albary to act of the state. resentative at Allamy to watch legisla-tion and endeavor to prevent the massage of laws infinied to the financial, com-mercial and industrial interests of the state. A conference is to be held in Syri-cuse early in November for the purpose of discussing the advisability of forming such an association

Accompanying President McCarthy's letter was a communication to Mr. Ms-Carthy from Governor Higgins, in which the latter approved the formation of such an association. The Governor said:

From such an organization valuable results would soon be had, honeliting an air hand local budges through a widered sphere of action, can on the other, the whole state by giving it the benefit of ex-certed action of public spirited and prac-tical men of affairs."

The Chamber of Commerce voted to send Secretary Ives to the conference to represent the Rochester Chamber of Com-

the Allied Real Estate Interests, a cor-poration with offices in New York, in which the opinion of the Chamber of Commerce was asked as to the morrage tax law. The corporation mentioned was formed for the purpose of repealing that law and desires the co-spectation of the Chamber of Commerce. The communica-tion was referred to tion was referred to the Committee on

A communication from a New York broker, in which the assistance of the chamber was asked in forming a new express company, was not acted upon

P. diamber of Commerce Members. 0-10-17-00

The following new members have been admitted to the Rochester Chamber of Comnerce: American Chemical Manufactur ing and Mining company., George M. Wet-more ,president, blacking transfacturers, 10 and 12 Jay street; H. S. Brefer, real estate, 5 Hobart street; Willis H. Coon, attorney 6 State street; Alling S. De Forrest, land ape artist, 225 Sibley building; W. H. Sucke, Clifton Springs, real estate broker.

FAVOR GOVERNMENT CONTR.

ing in favor of a United States Con ion, which opens at the Auditorium Ho

York broker asking the sentiment of the

York broker asking the sentiment of the Rochester body in regard to the formation of an express company, but nothing was done in regard to this matter. President D. M. McCarthy of the Syra-cuse Chamber of Commerce had also writ-ten to Secretary Ives telling of a proposed state body to be composed of all chambers of commerce and boards of trade through the state. Of the various benefits to be derived from such a body, Mr. McCarthy ing a representative at Albany, who terests of the state. A conference will b held in Syracuse about November 1, at which Secretary Ives will be present. Mr.

York real estate association, who is the repeal of the mortgage tax, asking the opinion of the Chamber of Commerce, The reply well be sent by the committee on legislation. Herald 10/26.

FAVOR GOVERNMENT CONTROL.

Covernment control of freight rates was opproved to the Chamber of Commerce Mg. A cony of the resolution was forwarded to the Interstate Commerce law commission, now in session in Chicago, by Arsistani secretary W. H. Hart.

communication was received from D M. Mecarthy, president of the Syracus enclosed an endorsement of the idea from ng in November when the project will be

In a communication from the Allied Real Estate interest, a New York coporation, the chamber was asked its opinion on the ortgage tax law. This matter was referred to the committee on legislation

MYQ New Members of Chamber.

At the last meeting of the trustees of the Chamber of Commerce, the following new members were elected: H. S. Brewer, real estate, 35 Hobart street.; Willis H. Coon, attorney and cou 16 state street; W. H. Bucke, real es is state street, W. H. Bucke, real estate broker, Clifton Springs, N. Y.; Alling S. DeForret, landscape artist, 225-Sibley Bidg.; Geo. M. Wetmore, president American Chemical Manufacturing & Mining Co., blacking manufacturers 10 and 12 Jay street.

PARRY BARRED FROM MEETING

Commerce Law Convention Split Into Factions. F -10-27-05 SOME FAVOR ROOSEVELT'S PLAN

Others, Whom Mayor Dunne Terms Railroad Lobbyists, Headed by D. M. Parry Are More Conservative.

From Yesterday's Last Edition. Chicago, Oct. 26 .- The so-called "rail road" faction of the delegates to the inat the Auditorium annex this forenoon o prepare for an expected conflict wit the "regulars" at Convention half. Price to this meeting coal dealers identified with the "railroad element" met at the Great Northern hotel and after satisfy ing themselves that their credentla vere satisfactory, proceeded in a body to the Annex, where D. M. Parry, presi dent of the National Manufacturers' as oclation, and other so-called "railroad" delegates were assembled.

After some consideration it was decid ed that the delegates go to the conven ion as individuals and if referred admitance, retire to Studebaker hall, where second convention would be held Headed by Mr. Parry they then marched in abody to Steinway hall, where the so-called "Bacon" of "regular" doler to were assembled with the doors gua by police to prevent the admission alleged representatives of the ralley

Following the plan decided upon xecutive committee t avoid a class with

"I will see that you have all the policemen needed to hold your convention without interference from the railroad lobyist," said the mayor.

In the absence of E. C. Bacon, chair-

man of the executive committee, who is

the convention to order.

"I know that the delegates who are here to-day will abide by the action of the executive comwnittee and indorse the railroad rate regulation advocated by our great president, Theodore Roosevelt," said Judge Cownn. "I hope the convention will be peaceful, and that its R. W. Higbee of New York was chosen

chairman of the convention.

Meanwhile the Parry procession Meanwhite the Parry procession of delegates had reached Steinway hal. The Buffalo delegation of the Parry element, wa sthe first to ask for admittance. The doorkeeper offered the delegates the pledge already prepared. After looking at the pledge, Delegate Mason said: "Lam a regularly accredited delegate. "I am a regularly accredited delegate and I ask tto be admitted," offering his credentials at the same time. "You must sign this to be admitted,"

replied the doorkeeper.
"I will not do so," returned Mason.
H. C. Elwood, chairman of the Buffalo
delegation, was the next to be refused admittance. The same ceremony of of fering the pledge, and its refusal, was

Then one by one the other Parry lelegates went to the door and were refused. When the last man had bee refused admittance by the doorkeepe the Parry party went in a body to Stud baker hall, where nearly 200 delegates assembled. F. J. Bradley, of Havelhill, Mass., was elected as temporary chairman of this convention. In accepting, Mr. Bradley made a brief speech, advocatong calm and dispassionate consider-ation of the matters before the conven-

"I think the refusal to admit these members to the other convention will act as abar to the best interests of rate slatiol," he said.

PATERNALISM

Ed. U & A. : Probably by far the most important question to come before the voters of the state of New York at the next election is the question of the constitulature to regulate the hours of labor and the wages paid upon public improve-ments. Its grave importance may be inferred from the serious manner in which such legislation has, in the past, been considered by our highest courts and by the very general condemnation which it has received from the ablest jurists in the land. The emphatic disapproval which has been expressed and the refusal of the courts to permit such legislation to stand have led to the present attack upon the principles of our Constitution and to the attempt by undermining the ramparts which protect individual liberty, and the freedom of contract, to open the door to an unknown number of paternalistic ideas, which are vitally at odds with the pur pose and plan of our institutions.

Prior to February, 1902, there was i existence in the state of New York, a statute which made it a misdemeanor for one contracting with the state or a municipal corporation to require more than eight hours work for a day's labor. Under this law a contractor was indicted in Orange county, and the Orange Coun-ty Court in February, 1902, held the law to be unconstitutional and that its viol tion was not a crime. In March, 1901, it had been decided by the Court of Appeals that the provisions of the labor law making it a misdemeanor for con-tractors to use upon public work any stone which had not been carved, cut or dressed within the state, were unconsti-tutional. In February, 1991, it had been determined by our Court of Appeals that that portion of the labor law which repay his workmen not less than the prevailing rate of wages in the locality, was unconstitutional. Several other por-tions of the labor law had previously either been condemned or seriously called into question by our courts, and in March, 1902, there was introduced in the Legislature of the state a concurrent resolution proposing an amendment to the constitution by which the Legislature was to be permitted " to regulate and fix the wages or salaries, the hours of work or labor, etc., of persons" employed upon state or municipal work, and employed either by the state or municipality direct ly or by an independent contractor. This resolution was passed in 1902 and again in 1903, and is to be presented to the people for adoption at the next general election on November 7th next. The pro-posed amendment is to be added to section 1 of article XII of the Constitution which at present provides that the Legislature shall regulate, etc., the organizavoting for. The question as submitted is misleading and deceptive in the extreme, and it may be safely ventured that not one vote in twenty will represent in any degree an intelligent exercise of Judg

Passing such consideration, however posed change it will be found to be a step in the wrong direction and the step and scrutinizing the merits of the pro in the wrong direction, and the initial step in what may become a dangerous tendency on the part of the state to arbitrarily interfere in other people's busi-ness. The plain purpose of the amend-ment is to permit the Legislature to reenact the eight-hour law and the law relative to the prevailing rate of wages, in other words, to forbid our cities and other political sub-divisions to have their work done upon as favorable terms as private persons. Their workmen are in-tended to be paid the most and work the least of all workmen. To divert the funds of a municipality in this manner, and for the benefit of private and class interests is now unconstitutional, and, if this amendment passes will nevertheless still be in conflict with the fundamental conceptions of our government and institutions. Henceforth the state will make the contract and the city will pay the bill. The state is to be generous to a favored few, and the unlucky workmen who pays the tax and happens to b employed upon private work is to liqui

date the state's splendid magnanimity The evident intent of the amendment is to deprive cities and their contractors of the exercise of all judgment and discre tion in the matter of wages paid work-men. Henceforth everyone except a municipality is to have the right to make his own contracts. As our Court of Appeals said in one case, "Such Legislature may invade one class of rights to-day and another to-morrow, and if it can be sanctioned under the Constitution, while far removed in time, we will not be far away in practical statesmanship from those ages when governmental profects supervised the building of houses, the rearing of cattle and sowing of seed. and the reaping of grain, and governmental ordinances regulated the move-ment and labor of artisans, the rate of wages, the price of food, the diet and clothing of the people, and a large range of other affairs long since in all civilized lands regarded as outside of governme tal functions," As was pointed out enter into fair contracts with its em ployees on such terms as private individuals may, it is disabled from properly performing the duties enjoiner upon it by law. When the expense of an im provement is enlarged "beyond setual and rensonable cost under ordinary busi-ness conditions" then the property of the taxpayer is taken from him without due proceeds of law. Further than all this such legislation casts all workmen engaged in any particular occupation, higglety, pigglety into one mass of un-classified intelligence and ignorance, fit-

ness and unfitness. If a contractor must pay the highest wage he cannot afford to employ any save the most highly skilled, and this means the denial of state or public work td all workmen except the most efficient. This is not fair to by far the greater number -those who are able to give less and are willing to accept less in return. It is a dangerous step in the wrong di-rection. If the state is to invade the freedom of contract in one particular, such a step becomes a justification for a further act of paternalistic meedling. If paternalism is right; if meddling by the state in the private business of its nunicipal corporations is proper; if the ntal theories of our gov are and have been wrong then the prosed amendment is to be advanced and favored; If, however, there is any merit in our old-fashioned ideas of the freedom of centract; if it is right that our cities should be run on business princi-ples; if classification is naturally wrong, then the time to emphasize these facts is now, before the first paternalistic patch

has been plastered on our very respect-able constitution.

The wisdom of incorporating such laws into the general body of laws of the United States was pondered over by a department of the United States government and by one of the congressional committees, and both bodies determined against the advisability of such meas-

It can be confidently asserted at the present time that any laws which our Legislature may pass in conformity with the amendment proposed will not comwithin any of the restrictions of the United States constitution. That precise question has been determined in a decision handed down in 1803 by the United States Supreme Court, in which the validity of a Kansas statute was the subject of discussion. It was there determined that so far as the United State constitution is concerned a state has the unqualified right to prescribe the terms upon which labor shall be perfor on the works of its political subdivisions. The only time and place, therefore, at which this advance of paternalism may be checked is on the 7th day of November, 1905, at the polls. Little or nothing can or should be expected of future leg islatures once the people give their piled sanction to such measures in advance.

- INDUSTRY

The Furniture Iudex Pays Tribute to This City and its manufactories.

The October number of the Furniture Index, a monthly published at James-town in the interests of the furniture trade, devotes 10 pages to Rochester and its furniture industries. The article includes a sketch of the city and an account of each of the furniture factories, together with half-tone views of

the city and cuts showing the style of product of various concerns.

Among the interesting items is the following paragraph: "Today there are 20 large and flourishing furniture manufacturing establishments in the city, and, with Rochester's exceptional advantages as a manufacturing city, the capacity and extent of her furniture factories will doubtless rapidity increase. " The Rochester Chamber of Commerce has always been unusually persistent in its efforts to advance the naterial interests of Rochester, and to its intelligent work, promoted by the Secretary, John M. Ives, much credit must be given for the wonderful devel-opment and growth of the city."

The Rochester furniture manufacturing concerns receiving particular men-tion are the following: Miller Cabinet Company, Copeland & Durgin Com-Company, Copeland & Durgin Company, Rochester Parlor Furniture Company, Hubbard & Eldridge Company, Barnard & Simonds Company, Old Colony Chair Company, Langslow & Fowler Company, Michelson & Fischer, Acme Plating and Specialty Manufacturing Company, the Votter Desk Works, H. M. Strausman & Co., Yawman & Erbe Manufacturing Company,
"Rochester's retail furniture stores,"
continues the article, "are among the finest to be found in any city of the country, and denote the progressive character of the men who manage them. The flue grade of furniture which is largely in evidence in their display windows and show rooms, designed for luxurious homes, testifies to the wes and prosperity of the community which demands the best things in the way of furnishings."

RANKS SPLIT BY RATE LAW

Delegates to Commerce Convention Divide. DAR, _____10-28-05 PARRY IS OPPOSED

His Faction of 435 Decries Any Amendment.

465 INDORSE PRESIDENT

Regular Delegates to Chicago Convention, Including Mayor Dunne' Praise President for His Efforts to Curb Rate Etils, but Parry and Others Bolt and go it Alone

Chicago, Oct. 26.—Refusing to promise indorsement of President Roosevelt's policy for the regulation of railroad rates, about half of the nine hundred delegates to the Interstate Commerce Law conven-tion to-day were barred from the convention, and thereupon held a separate meet ing to give expression to their ideas on rate legislation. The original convention was held ... Steinway hall, while the "anti" convention met in Studebaker hall.

Alleged attempts to thwart the purpose of the convention caused the delegates at Steinway Hall to refuse to admit delegates, although properly accredited, unless they would agree to support the Presi-dent's rate plan. Many delegates objected to this procedure, demanding that they be given the right of free speech.

given the right of free speech.

The other delegates charged that the socalled "antis" were sent by the railroads and other alleged unfair interests to pack the convention. Exciting scenes followed before the convention. before the two meetings were called to

Prepared for a Conflict.

The "railroad" faction met at the Aud torium annex this forenoon to prepare for the expected conflict. Prior to this meet-ing, coal dealers identified with the "rail-rond" element had met at the Great Northern Hotel and, after satisfying themselves that their credentials were satisfactory, proceeded in a body to the annex, where D. M. Parry and other "railroad" delegates were assembled. After some consideration it was decided that the delegates go to the convention as individuals and, if refused admittance, to retire to Studebaker Hail. Headed by Mr. Parry,

THE EVENING TIMES.

THE EVENING TIMES.

THE EVENING TIMES.

OPTOBER 257 2570 by a chapter were also be submitted to the peopoposed amendment to section a stell XX of the Constitution relatif x 1 the Section and the constitution relatif x 1 the Section and the constitution of cities be a proceed by sanization of cities be a proceed by ROCHESTER Following the plan decided upon to avoid a classification of question less calculated to inspect the constitution of question less calculated to inspect the plan decided upon to avoid a classification of question less calculated to inspect the plan decided upon to avoid a classification of question less calculated to inspect the plan decided upon to avoid a classification of question less calculated to inspect the plan decided upon to avoid a classification of question less calculated to inspect the plan decided upon to avoid a classification of question less calculated to inspect the plan decided upon to avoid a classification of question less calculated to inspect the plan decided upon to avoid a classification of question less calculated to inspect the plan decided upon to avoid a classification of question less calculated to inspect the plan decided upon to avoid a classification of question less calculated to inspect the plan decided upon to avoid a classification of question less calculated to inspect the plan decided upon to avoid a classification of question less calculated to inspect the plan decided upon to avoid a classification of question in the plan decided upon to avoid a classification of question in the plan decided upon to avoid a classification of question in the plan decided upon to avoid a classification of question in the plan decided upon to avoid a classification of question in the plan decided upon to avoid a classification of question in the plan decided upon to avoid a classification of question in the plan decided upon to avoid a classification of question in the plan decided upon to avoid a classification of question in the plan decided upon t

President Roosevelt's message, asking en-abling legislation by Congress enlarging the powers of the Interstate Commerce

Dunne Opposed to Parry.

Among the first delegates to subscribe to gain admittance was L. W. Noyes, representing the Illinois Manufacturers' Association. Mayor Dunne was also an early arrival and congratulated the officers upon their decision to bar the so-called railroad

"I will see that you have all the police nen needed to hold your convention with-out interference from the railroad lobbysaid the Mayor.

the absence of E. C. Bacon, chair-the Executive Committee, who is ick, Judge S. H. Cowan, of Texas, called "I know that the delegates who are here

rate regulation advocated by our great President, Theodore Roosevelt," said President, Theodore Roosevelt," said Judge Cowan, "I hope the convention will be peaceful, and that its deliberations will sult in much good.'

Meanwhile the Parry procession of delegates bad reached Steinway Hall. The Buffalo delegation of the Parry element, headed by D H. Mason, secretary of the Chamber of Commerce, was the first to ask for admittance.

Refuses to Sign the Pledge.

The doorkeeper offered the delegates the pledge already prepared. After looking at the pledge Delegate Mason said: "I am a regularly accredited delegate and I ask to be admitted," offering his credentials at the same time. "You must sign this to be admitted," replied the doorkeeper. "I

ill not do so," returned Mason, H. C. Elwood, chairman of the Buffaio delegation, was the next to be refused admittance. The same ceremony of the offering of the pledge and its refusal was gone through.

Then one by one the other Parry delegates went to the door and were refuse 1. When the last man had been refused admittance by the doorkeeper, the Parry party went in a body to Studebaker Hall, where nearly 200 delegates assembled. F. J. Bradley, of Haverhill, Mass., was elected temporary chairman of this convention. In accepting, Mr. Bradley made a brief speech, advocating calm and dispassion these members to the other convention will act as a bar to the best interests of rate

Dunne Signs the Pledge.

Some discussion was caused by the appointment of a committee on credentials.

was finally decided to have a roll call f states for the appointment of one dele gate from each state as a member of suck committee. The meeting then adjourned

At Steinway Hall meanwhile Mayor ne signed the Roosevelt pledge, say-

There is no more important question before the country to-day than railroad rates but I will not impress upon you my per-sonal views on this question. Chicago is proud to have you as her guest. If you ome back in several years I will give you ride in municipal street cars." Former Governor Campbell, of Ohio,

MAY BUILD FACTORY HERE.

There is a probability that a boile actory will be built in Rochester by the . T. Ryerson & Son company, a large vestern firm with offices in New York, Chicago and other cities. T. B. Slocum representative of the company, visited ecretary John M. Ives of the Chamber of Commerce yesterday to obtain some

sites and business.
In September the Ryerson company sent representatives to Rochester to speak before the Chamber of Commerce on the need of a boiler factory in Rochester. There is no such plant in the city and it was said that the city factories and buildings demand from 300 to 400 bollers a year. An attempt was made to capitalize a company among the Rochester business men but

Since leaving Rochester Mr. Slocur has looked over other sites in the East and he told Mr. Ives that his company had decided to put up an eastern fac-tory, the necessary capital having been enlisted elsewhere. There is now a choice of three sites in different cities but the railway facilities in Rochester are so much better than elsewhere here. Oct. 31 - D. C.

-

WHAT CAUSES MOST SMOKE.

President Clinton Rogers of the Chambe Commerce directs attention to the fachat during the summer when the heating ents were inactive there was compa ively little smoke over the city, and that low when these heating plants are in operation there is dense smoke over the city showing, he says, that it is the heating plants rather than the factories that are causing the most of the smoke nulsance which is complained of.

Mr. Rogers says that if owners of heating clants will use hard coal of buckwheat ize, costing \$3 per ton, they will obtain as much more heat at practically the same cost and will do much to abate the smoke ulsance. The Granite and other large ulldings are heated with buckwheat coasatisfactorily. Some action must be taken becomes effective; President Rogers asks that the benefits be enjoyed during the

It is probable that the villege trustees of Charlotte will install a Gallagher im-proved furnace under at least one of the oliers of the village lighting plant in order to abate the smoke nuisance and save fuel. The large manufacturers of this city are preparing for the enforcement of the smok edinance. Twenty contracts have been ade within a short time.

OCTOBER 31

wenty have been made within the past (ew days. The center of the city, however, ffers because of the owners of the smaller plants not giving attention to the question of preventing smake, and I find that now, since the buildings require to be cated, much smoke is constantly emitted

heated, much smoke is constantly emitted from the chimneys.

"These suggestions are made after studying the problem of preventing smoke for a number of years. It is hoped that for the henefit of the city at large these concerned will display a civic spirit in ef-fecting a needed reform." D, ye ?

DEMOCRAT

DENTISTS AT BANQUET BOARD Masonic Club.

To-day will be one of profit for the delegates attending the thirty-seventh annual convention of the Seventh and Eighth Disconvention of the Seventh and Eighth Dis-trict Dental societies. As planned, there will be sixty clinies conducted by dental surgeons, and at each of these it is ex-pected there will be demonstrated some new theory of value to the profession. All of the dentists of the city and those visit-ing here will be made welcome. Each clinic will be upon some interest-ing phase of dental work, and while it means hard work to those participating, it means as well as a distinct advance for the students and a contribution of much value to dentistry. Many dentists have brought to the convention interesting cases for the

to the convention interesting cases for the study of their fellow practitioners. After an exhaustive session yesterday afternoon, when technical papers were read by a half dozen delegates, the members of the convention to the number of 150 enjoyed a banquer at the Masonie Club. There was a profusion of artistic decoration and a programme of nusic by De Main Wood's orchestra. George A. De Main Wood's orchestra. George A.

De Main Wood's orchestra. George A.

Mahl sang "The Deathless Army."

Dr. Frank L. Sibley acted as toastmaster be the final choice.

Dr. Frank L. Sibley acted as toastmaster be the final choice.

DO NOT FAIL TO VOTE AGAINST

CONSTITUTIONAL & MENUMENT No. 4.

VOTE "NO."

A very bad proposition.

No. 4 will be printed as follows;

X

An attack upon the right of individual liberty.

For the benefit of a lew and the injury of the many.

To increase the pay of employees of the State and of

cities, for which all other workers will be taxed.

"Shall the proposed amendment to Section t

of Article XII of the Constitution relating to the

An infringement of the freedom of contract.

When you vote on Tuesday next, November 7th, there will be a ballot

organization o cities be approved"?

To vote "NO" upon this proposed constitutional amendment make a cross

X mark in the square following the work a NO. Only a pencil having a black

land may be used, and be careful to make no other mark of any kind. Any

other mark, or if marked with ink, will ranke your vote void.

handed you upon which the names of political candidates for office are printed,

AND THERE WILL BY A SEPARATURALICATURAL WHICH THE PROPOSED CONSTITU-

ON THE LATTER BALLOT

hange the character of their fuel. In this place credit should be given to any manufacturing concerns for their promptness in responding to the public de-mand that the smoke nuisance shall be abated. They have anticipated the enorcement of the new law on the subject and are putting in apparatus, some of hem at considerable expense, for prevent ing the emission of soft coal smoke from their chimneys. Whether any specific pubic recognition of this action on their part s made or not, the manufacturers who are loing the work will enjoy the conscious ness of getting out of the class of those who are advertising their industry by making it offensive and injurious to the ealth of the people. It is probable that goes into effect nearly all of that class will adjust themselves to new and better condi-

MAY BUILD BOILER FACTORY.

J. T. Ryerson & Son Desire To Establish Branch in Rochester. As A sequel to the visit of T. B. Sto-cum, representing J. T. Ryerson & Son, boiler manufacturers, to Secretary John M. Ives of the Chamber of Commerce some time ago, it is probable that a branch factory of the company will be established in Rochester, Mr. Slocum was in the city Monday to obtain some additional information from Mr. lvrs as to possible locations, and the factory's establishment here is almost a certainly. Since his visit to the city in Secto ber, Mr. Slocum has visited other place in the East and the choice rests at present between three cities, but the railway

E STATE

2,087 3,711 192,309

21,588 2,440 14,029 33,726 5,783 6,547 9,791 3,086 4,411 1,159

7 ue, 5,926 1,758 3,187 252 8,568 210 39,956 1,745 4,159 1,170

Rochester. boom thrust upon them,

Rochester is among the latter. The prosperity of this city, the demand for store and factory accommodations and for dwellings, has become so Everyone knows from report if not from experience what it is this fall to find houses to rent that will suit. The building movement has exceeded all records for Rochester. It is equally difficult to spucure business quarters. A citizen sally esterday that he was making arrangements to go into a large manufacturing business, but he had been forced to ask an agent in Buffalo to look up suitable quarters for his plant in that city, as none was to be found in Rochester. Of course Rochester is glad to see Buffalo prosper, but it is not pleasant to have another town built up at the expense of our own city. The Rochester boom is largely

the result of the superb administration of

Mayor Cutler during the past two years

(5) 1 PAGE (Seein)

plants in St. Paul and Water strets, be-Railroad, so that one could not see beyond "In nearly all of the buildings which

YES

NO

were producing the clouds of smoke, coal is being used for henting purposes, wholly or largely. After so much information has been gathered and disseminated on the subject of the smoke nuisance, it hardly need be said that the production of that smoke can be prevented without cost to the owners of the buildings—indeed, even at a saving to them. If they would have a little pride in the city, they would act the suggestions given, and the smoke disance would soon be corrected. "Before the hard coal strike hard coal

and the owners of the classes of building I have spoken of paid full price for it. Now buckwheat coal is available, at a cost of \$3 a ton delivered; and a ton of it will give quite as much heat as a ton of soft coal. In order to use it, it may be necessary to put new grates in some of the furnaces, but that is a small matter.

Use of Buckwheat Coal. "The Granite building is being satisfactorily heated with buckwheat coal, and if large a building can be heated with this grade of coal surely those one-quarter and one-hal fits size can use it profitably. I should advise that the buckwheat coal be used in these plants, which would prevent the production of smoke absolutely, rather than that soft coal be used with one of the less expensive smoke-consuming devices, by means of which only from 75 to 80 per cent, of the smoke would be prevented. "The larger manufacturers are taking

more interest in the question of prevent-ing smoke than the owners of shops, apart-inent houses, business blocks and stores. The former are gradually having auto-

reading on the part of those who use sort | The populations of the sti

Mr. Rogers showed that a large propor tion of the soft coal smok which contaminates the air of this city comes from heating and not from manufacturing furnaces. This is one of the malign fruits of the anthracite strike of several years ago. It was difficult ther to get hard coal, and many large establishments which had always used it change to soft coal. Finding it cheaper than the grade of hard coal they had been burning they continued the use of the bituminou fuel after the necessity for it had disap-

In view of the vile effects of soft conl smoke discharged on the atmosphere of the city, this was not a munifestation of pub lic spirit and regard for the welfare of the city and its people. There is now no longer any excuse whatever for the con Unuance of the practice. President Rogers shows that what is called buckwheat coa is now available at a rost of \$3 a ton. A ton of this coal, which does not produce smoke, will go just as far as a ton of soft coal, and only a slight and inexpensive change of grates in the furnaces will b required for the substitution of buckwheat coal for the smoke producing kind.

The greatest offenders in the matter of using soft coal for heating large buildings are mostly in the center of the city, and their combined output of smoke is noticeable and offensive; but there are a few isolated cases of this kind in the residence districts of the city. These make a nui neighbors. Only a word should be neces sary in such cases to induce them

	The Pulmations	of the s	nte's cilie	S RIB:	
-1	City.	1905.	11000. 1	nurease	P.0
-	Albany	98.370	19, 151	4.219	1
6	Amsterdam	23,943		3,014	34.
	Auburn	31,423		1,078	3.
8	Binghamton	42.040	39.647	2,393	6.
n	Buffalo	376,618	352,387	24,031	0.
200	Cohoes	24.188	20,910	273	1
f	Corning	18,515	11,081	2,454	nn
e l	Cortland	11,272	5.014	2,258	25.
	Dunkirk	15,251	11,616	8,635	411
11	Eluira	34,699	25,072	#150	70
-	Fulton	8.848	8,206	642	3
1	Geneva	12,250	10,433	1,817	17.
1	Gloversville	18.672	18,349	323	11
e	Hornellsville	13,250	11.918	1.341	11.
21	Hudson	10,290	9.529	702	8.
2	Ithaca	34.615	13.136	1.479	11.
8	Jamestown	26,160	22,892	21.268	14.
	Johnstown	9,845	10,130	*065	2.
7	Ringston	25,557	21,535	1:022	40
1	Little Falls	31,192	10.384	741	7.
1	Lockport	17,552	10,581	971	5.
1	Middletown	14,515	14.522	#7	.0
0	Mount Vernon	25,056	200 12	3,779	17. 6.
	Newhargh	26,500	24.043	1,557	6.
	New Rochelle	20,480	14,720	5,760	39.
f	New York	1,014,204	3,437,202	577,102	16.
)	Ningara Falls	20,559	29,457	7,102	36.3
,	No. Tonawanda	10,157	9,789	1.088	12.
+	Ogdenaburg	13,179	72,633	540	4.
8	Olean	9,867	0.462	398	4.
	Oswego morrow	22,572	33,199	873	1,
1	Onelda	8,420	7.588	N8.2	11.
	Platislarg	0,809	8,4254	1,461	17
	Poughkeepsie	25,379	24,029	1,360	0,1
2	Ronaselaer	10.715	7,460	3.449	43.4
	Rochester	181,672	162,008	19,004	63.5 11.
	Rome	16,567	15,343	11004	1.573
2	Scheneetady	58,369	31,652	20,687	84.7
	Syracuse	117,498	108,374	10,124	81
	Tounwanda	7,904	7,421	485	6.1
t	Utica	62,935	60,651	16.210	200
	Watertown	25,447	21,696	8,552 3,751	11.0
	Watervilet	14,600	14,321	279	17.
	Yonkers	61.707	47,931	13.770	60

Totals5,700,591 4,944,123 757,729 15.3

NOVEMBER 1, 1905.

taxation, etc. The proposed change

o'clock this afternoon. D. C. 1%25 - I tion less cascumien to more

Hochester has, indeed, done splendidly

ROCHESTER IS

aring the last ten years and the future is bright with promise for a bigger and better Many causes have contributed to the grand result, but in stimulating com-mercial expansion and in awakening ciric pride none has been more potent than the administration of Mayor Cutler. The ermanent and valuable public improvements made under his direction are constantly attracting the attention of business enterprises in other localities, while the marked efficiency of all branches of the enty government is a daily illustration of the satisfactory conditions which follow the application of business principles to

the conduct of a city's business. The only cloud upon Rochester's horizon, at present, is the possibility dames Johnston and his crew might gain possession of the public offices, but that is a contingency too remote to occasion seri ous alarm. The people have had an oppo unity to take a pretty accurate me of that gentleman and his political aspiraions, and it is hardly conceivable that any considerable number of voters can be perided by his demagogic misrepresentaons to close their eyes to the calami

consequences which would inevitably follow his election to the office of mayor. It is a greater and more prosperous Rochester that the people want, and the atelligence and patriotism of its citize ship may be trusted to make sure, by a tremendous majority, that Mayor Cutler office for another term. O. . C.

Chamber of Commerce Mesting. At the monthly meeting of the Chamber of Commerce Monday night an address will be given by Hon, O. F. Williams, for-merly consul-general at Singapore, on "Our Opportunities in the Orient and in America Contrasted: What Observation and Experience Teacher." After the address a smoker will be held in the Opportunities of the America Contrasted: What Observation and Experience Teacher." After the address a smoker will be held in the Opportunity 4.05

> Some cities have made desperate efforts to work up a boom. Others have had a

"I will see that you have all the policemen needed to held your convention without interference from the railroad lobyist," said the mayor.

In the absence of E. C. Bacon, chair-

man of the executive committee, who is ill, Judge S. H. Cowan of Texas called

"I know that the delegates who are here to-day will abide by the action of the executive communities and indorse ailroad rate regulation advocated by our great president, Theodore Roose-velt," said Judge Cowan. "I hope the convention will be peaceful, and that its R. W. Highee of New York was chosen

chairman o fthe convention.

Meanwhile the Parry procession of delegates had reached Steinway hal. The Buffalo delegation of the Parry elemer wa sthe first to ask for admittance. The doorkeeper offered the delegates the pledge already prepared. After looking at the pledge, Delegate Mason said:

"I am a regularly accredited delogate and I ask tto be admitted," offering his credentials at the same time. "You must sign this to be admitted,"

replied the doorkeeper.
"I will not do so," returned Mason.
H. C. Elwood, chairman of the Buffalo
delegation, was the next to be refused admittance. The same ceremony of of fering the pledge, and its refusal, was

delegates went to the door and were re-fused. When the last fused. When the last man had bee refused admittance by the doorkeepe the Parry party went in a body to Stud where nearly 200 dolegates Mass., was elected as temporary chair man of this convention. In accepting Mr. Bradley made a brief speech, advocatong calm and dispassionate consider ation of the matters before the conven-

"I think the refusal to admit the members to the other convention will act as abar to the best interests of rate legislatioi," he said,

PATERNALISM

Ed. U & A. : Probably by far the most important question to come before the voters of the state of New York at the next election is the question of the constitutional amendment permitting the Legis-lature to regulate the hours of labor and the wages paid upon public improvements. Its grave importance may be inferred from the serious manner in which such legislation has, in the past, been considered by our highest courts and by the very general condemnation which it has received from the ablest jurists in the land. The emphatic dislegislation to stand, have led to the present attack upon the principles of our Constitution and to the attempt by undermining the ramparts which protect individual liberty, and the freedom of contract, to open the door to an unknown number of paternalistic ideas,

which are vitally at odds with the pur pose and plan of our institutions,

Prior to February, 1902, there was i statute which made it a misdemean for one contracting with the state or a municipal corporation to require more than eight hours work for a day's labor. Under this law a contractor was indicted in Orange county, and the Orange County Court in February, 1902, held the law to be unconstitutional and that its viola peals that the provisions of the labor law making it a misdemeanor for contractors to use upon public work any stone which had not been carved, cut or dressed within the state, were unconsti-tutional. In February, 1991, it had been determined by our Court of Appeals that that portion of the labor law which repay his workmen not less than the prevailing rate of wages in the locality, as unconstitutional. Several other por ons of the labor law had previous either been condemned or seriously called into question by our courts, and in March, 1902, there was introduced in the Legislature of the state a concurrent resolution proposing an amendment to the constitution by which the Legislature was to be permitted " to regulate and fix the wages or salaries, the hours of work or labor, etc., of persons" employed upon state or municipal work, and employed either by the state or municipality direc ly or by an independent contractor. This resolution was passed in 1902 and again in 1903, and is to be presented to the people for adoption at the next general election on November 7th next. The pro-posed amendment is to be added to sec tion 1 of article XII of the Constitution which at present provides that the Legis-lature shall regulate, etc., the organiza-ion of cities, and restrict their powers f taxation, etc. The proposed change

THE EVENING TIMES, Ind addition is known as amendment No. 4 and is to be submitted to the people in the following form, "That he proposed amendment to section a delay Wigner of the Constitution relatify to the Constitution relatify to the Constitution of cities be appropriate to conceive of any form of question less calculated to inform of question less calculated to inform of question less calculated to inform the work of the constitution as to first what he was

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The Furniture ludex Pays Tribute Passing such consideration, however, and scrutinizing the merits of the pro to This City and its posed change it will be found to be a step in the wrong direction, and the initial step in what may become a dangerous step in what may become a dangerou tendency on the part of the state to arbimanufactories.

trarily interfere in other people's business. The plain purpose of the amendment is to permit the Legislature to re-The October number of the Furniture Index, a monthly published at Jamestown in the interests of the furniture enact the eight-hour law and the law relative to the prevailing rate of wages, in other words, to forbid our cities and trade, devotes 10 pages to Rocheste. and its furniture industries. The article other political sub-divisions to have their includes a sketch of the city and an account of each of the furniture facwork done upon as favorable terms as private persons. Their workmen are in-tended to be paid the most and work the tories, together with half-tone views of the city and cuts showing the style of product of various concerns.

Among the interesting items is the least of all workmen. To divert the funds of a municipality in this manner, and for the benefit of private and class

following paragraph: "Today there are 20 large and flourishing furniture manufacturing establishments in the city, and, with Rochester's exceptional advantages as a manufacturing city, the capacity and extent of her furniture factories will doubtless rapidly increase.

* * * The Rochester Chamber of Commerce has always been unusually material interests of Rochester, and to its intelligent work, promoted by the Secretary, John M. Ives, much credit must be given for the wonderful devel-opment and growth of the city."

INDUSTRY

The Rochester furniture manufacturing concerns receiving particular men-tion are the following: Miller Cabinet Company, Copeland & Durgin Com-Company, Copeland & Durgin Com-pany, Rochester Partor Furniture Com-pany, Hubbard & Eldridge Company, Barnard & Simonds Company, Old Colony Chair Company, Langslow & Fowler Company, Michelson & Fischer, Aeme Plating and Specialty Manufac-turing Company, the Vetter Desk Works, H. M. Straussman & Co., Yawman & Erbe Manufacturing Company, "Rochester's retail furniture stores," continues the article, "are among the finest to be found in any city of the country, and denote the progressive character of the men who manage them. The fine grade of furniture which is largely in evidence in their display windows and show rooms, designed for luxurious homes, testifies to the we and prosperity of the community which demands the best things in the way of furnishings."

RANKS SPLIT BY RATE LAW

Delegates to Commerce Convention Divide. ____10-28-05 DADDER TO OBBOODD

President Roosevelt's message, asking en-abling legislation by Congress enlarging the powers of the Interstate Commerce

Dunne Opposed to Parry.

Among the first delegates to subscribe to gain admittance was L. W. Noyes, representing the Illinois Manufacturers Association. Mayor Dunne was also an early arrival and congratulated the officers n

"I will see that you have all the police-nen needed to hold your convention withut interference from the railroad lobby ts," said the Mayor.
In the absence of E. C. Bacon, chair-

man of the Executive Committee, who is ick, Judge S. H. Cowan, of Texas, called "I know that the delegates who are here ecutive Committee and indorse the railroad rate regulation advocated by our great President, Theodore Roosevelt," said

President, Theodore Rossevett, said Judge Cowan. "I hope the convention will be peaceful, and that its deliberations will ult in much good." Meanwhile the Parry procession of dele-gates had reached Steinway Hall. The Buffalo delegation of the Parry elen headed by D H. Mason, secretary of the Chamber of Commerce, was the first to ask for admittance.

Refuses to Sign the Pledge.

The doorkeeper offered the delegates the pledge already prepared. After looking at the pledge Delegate Mason said: "I am a regularly accredited delegate and I ask to be admitted," offering his credentials at the same time. "You must sign this to be admitted," replied the doorkeeper. "I

ill not do so," returned Mason. H. C. Elwood, chairman of the Buffaio delegation, was the next to be refused admittance. The same ceremony of the offering of the pledge and its refusal was gone through.

gates went to the door and were refused. When the last man had been refused admittance by the doorkeeper, the Parry parry went in a body to Studebaker Hall, where nearly 200 delegates assembled. F. J. Bradley, of Haverhill, Mass., was elected temporary chairman of this convention. In accepting, Mr. Bradley made a brief speech, advocating calm and disp act as a bar to the best interests of rate legislation," he said.

Dunne Signs the Pledge.

Some discussion was caused by the appintment of a committee on credentials, was finally decided to have a roll call f states for the appointment of one delegate from each state as a member of suc-committee. The meeting then adjourned At Steinway Hall meanwhile Mayor

There is no more important question be-

CONSTITUTIONAL AMENDMENT No. 4.

A very important question to come before the voters of the State of New York at the election on November 7th, 1905, is the approval or disapproval of the constitutional amendment permitting the Legislature to regulate the hours of labor and the wages paid upon public improvements. Its grave importance may be inferred from the serious manner in which such legislation has been considered by our highest courts and by the condemnation which it has received from the ablest jurists in the land. The emphatic disapproval which has been expressed, and the refusal of the courts to permit such legislation to stand, have led to the present attack upon the right of

Prior to February, 1902, there was in the State of New York a statute which made it a misdemeanor for one contracting with the State or a municipal corporation to require more than eight hours' work for a day's labor. In February, 1962, the law was held to be unconstitutional and that its violation was not a crime. In March, 1901, it had been decided by the Court of Appeals that the law making it a misdemeanor for contractors to use upon public work any stone which had not been carved, cut or dressed within the State was unconstitutional. In Pebruary, 1901, it had been determined

> proceeded in a body to the annex, where D. M. Parry and other "railroad" dele-gates were assembled. After some consideration it was decided that the delegates go to the convention as individuals and, if refused admittance, to retire to Studebaker Hall. Headed by Mr. Parry,

WHAT CAUSES MOST SMOKE.

President Clinton Rogers of the Chamber f Commerce directs attention to the fact hat during the summer when the heatir ants in business blocks, stores and apart ents were inactive there was compara vely little smoke over the city, and tha now when these heating plants are in oper-ation there is dense smoke over the city. showing, he says, that It is the heating dants rather than the factories that are ausing the most of the smoke nuisance which is complained of.

Mr. Rogers says that if owners of heating lants will use hard coal of buckwheat ize, costing \$3 per ton, they will obtain as much more heat at practically the same ost and will do much to abate the smoke uildings are heated with buckwheat coa stisfactorily. Some action must be taken y next spring before the new ordinance comes effective; President Rogers asks that the benefits be enjoyed during the

It is probable that the village trustees f Charlotte will install a Gallagher imollers of the village lighting plant in ord to abate the smoke nuisance and save fuel The large manufacturers of this city are preparing for the enforcement of the smoke dinance. Twenty contracts have been made within a short time

OCTOBER 31

HEATING PLANTS **HEAVY SMOKERS**

MAKE SMUDGE IN CENTER OF CITY, IT IS SAID.

BUCKWHEAT COAL AS CURE

Clinton Rogers, President of the Chamber of Commerce, Urges the Use of Hard Coal in the Smaller Plants in Central Part of City

As a result of observations made during e past week or more, Canton Rogers essuent of the Chamber of Commerce of the opinion that the plants used wholly for heating purposes are mainly re-sponsible for the smoke nuisance in the central part of the city. He is desirous that the owners of these plants, instead of waiting until the smoke ordinance be-comes effective, in June 1st of next year, should follow the example of many of the comes effective, on June 1st of next year, use buckwheat coal, a hard coal, in their furnaces, or, if they are willing to use buckwheat coal, to install smoke con sumers. Speaking of this matter yester-day afternoon, Mr. Rogers said:

by our Court of Appeals that that portion of the labor law which required a

contractor upon public work to pay his workmen not less than the provailing

rate of wages in the locality was unconstitutional. Several other portions of

the labor law had previously either been condemned or sersonsly colled into

question by our courts. In March, 1962, there was introduced in the Legisla-

ture of the State a concurrent resolution proposing an amendment to the

Constitution by which the Legislature was to be permitted "to regulate and

fix the wages ar salaries, the hours of work or labor, etc., of persons" em-

ployed upon State or municipal work, and employed either by the State or

municipality directly or by an independent contractor. This resolution was

passed in 1902 and again in 1903, and is to be presented to the people for

Twelve of the Constitution which at present provides that the Legislature

shall regulate; etc., the organization of extes, and restrict their powers of tax-

atjon, etc. The proposed change and addition is known as Amendment No. a

and is to be submitted to the people in the following form: "Shall the pro-

posed amendment to Section v, Article XII, of the Constitution relating to the

organization of cities be approved?" It would be difficult to conveye of any

form of question less calculated to enlighten the voter as to just what the

amendment means. The question as submitted is misleading and deceptive in

the extreme, and it may be safely predicted that but few votes will represent

The plain purpose of the amendment is to forbid our cities and other

an intelligent understanding of the proposition.

suming devices, by means of which only

from 75 to 80 per cent, of the smoke would be prevented. "The larger manufacturers are taking

more interest in the question of prevent-ing smoke than the owners of shops, apart-ment houses, business blocks and stores. The former are gradually having auto-

The proposed amendment is to be added to Section c of Article

adoption or rejection at the general election on November 7th next.

twenty have been made within the past few days. The center of the city, however, because of the owners of the smaller plants not giving attention to the question of preventing smake, and I find that now, since the buildings require to be heated, much smoke is constantly emitted from the chimneys.

"These suggestions are made after studying the problem of preventing smoke for a number of years. It is hoped that for the benefit of the city at large those concerned will display a civic spirit in effecting a needed reform." P. . .

DEMOCRAT

DENTISTS AT BANQUET BOARD Hear Interesting Addresses at Dinner at Masonic Club.

To-day will be one of profit for the delegates attending the thirty-seventh annual convention of the Seventh and Eighth District Dental societies. As planned, there will be sixty clinics conducted by dental surgeons, and at each of these it is ex-pected there will be demonstrated some

pected there will be demonstrated some new theory of value to the profession. All of the dentists of the city and those visit-ing here will be made welcome. Each clinic will be upon some interest-ling phase of dental work, and while it means hard work to those participating, it means as well as a distinct advance for the students and a contribution of much value to dentistry. Many dentists have brought to the convention interesting cases for the to the convention interesting cases for the study of their fellow practitioners.

study of their fellow practitioners.

After an exhaustive session yesterday afternoon, when technical papers were read by a half dozen delegates, the members of the convention to the number of 150 enjoyed a banquer at the Masonic Club. There was a profusion of artistic decoration and a programme of music by De Main Wood's orchestra. George A. Mahl sang "The Deathless Arms."

Mahi sang "The Deathless Army."
Dr. Frank L. Sibley acted as coastmaster, and the first speeches of the convention that were not steeped in technical lore were heard. Dr. J. H. Bechee responded to the toast "The Wheel Horses," in which he spoke graciously and pleasantly of the old-time members of the profession; John M. Ives, secretary of the Chamber of Commerce, in witty metaphor described "The Push and Pull of Rochester," adapting dental phraseology to the comm progress and advancement of the city; Dr. C. W. Stainton, of Buffalo, spoke of "Grit," the kind that is required by both patient and dentist if the operation is to be a success; "Law and Order" was the topic assigned to Dr. H. J. Burkhart, of Batavia; Dr. Wallace J. Herriman had semething to say of "Our Relation." In which he dwelt upon both the medical and social side of medicine and dentistry; Rev. Clarence A. Barbour, D. D., presented the importance of "The Ounce of Prevention," and, while he didn't exactly take advan-tage of the opportunity to preach, he used his text to show that the ounce of prevention is essential not only in dental surgery,

ut in world affairs.

Judge Arthur E. Sutherland addressed the convention from the viewpoint of "The Layman," making expression of the vast benefit which has been visited upon humanity through the profession which keeps the molars of all conditions of society in shape for use. Judge Sutherland pointed a moral in his address, showing the blessings conferred upon the world through the advances that are made in

hauge the character of their fuel. In this place credit should be given to nany manufacturing concerns for their promptness in responding to the public de nand that the smoke nuisance shall be abated. They have anticipated the enforcement of the new law on the subject and are putting in apparatus, some of hem at considerable expense, for prevent ing the emission of soft coal smoke from heir chimneys. Whether any specific pubic recognition of this action on their pars made or not, the manufacturers who are loing the work will enjoy the conscious ness of getting out of the class of those who are advertising their industry by making it offensive and injurious to the ealth of the people. It is probable that goes into effect nearly all of that class will idjust themselves to new and better condi-

MAY BUILD BOILER FACTORY.

J. T. Ryerson & Son Desire To Establish Branch in Rochester, As A sequel to the visit of T. B. Slo-cum, representing J. T. Ryersen & Son, boller manufacturers, to Secretary John M. Ives of the Chamber of Commerce some time ago, it is probable that a branch factory of the company will be established in Rochester, Mr. Slocum was in the city Monday to obtain som additional information from Mr. Ives as to possible locations, and the factory's establishment here is almost a certainty. Since his visit to the city in September, Mr. Slocum has visited other places in the East and the choice rests at present between three cities, but the rallwafacilities of Rochester are so much h

ter than elsewhere that it will probably be the final choice. DEMOCRAT AND CHRONICL

POPULATION OF THE STATE

A revised table showing the population of the

8,568 216 2,458 39,996 1,745 4,159 2,687 3,711 192,300

Some cities have made des-Prosperity perate efforts to work up a boom. Others have had a boom thrust upon them. Rochester is among the lat-The prosperity of this city, the demand for store and factory accommoda-

tions and for dwellings, has become so heavy as to be almost embarrassing. Everyone knows from report if not from experience what it is this fall to find ouses to rent that will suit. The building movement has exceeded all records for Rochester. It is equally difficult to score business quarters. A citizen sal yesterday that he was making arrangements to go into a large manufacturing business, but he had been forced to ask an agent in Buffalo to look up suitable quarters for his plant in that city, as none was to be found in Rochester. Of course Rochester is glad to see Buffalo prosper, but it is not pleasant to have another town built up at the expense of our own city. The Rochester boom is largely the result of the superb administration of Mayor Cutler during the past two years

ROCHESTER IS

now furnished by se Post-Standard,

Rochester has, indeed, done splendidly

luring the last ten years and the future is

Many causes have contributed to

bright with promise for a bigger and better

the grand result, but in stimulating com-

mercial expansion and in awakening civic

permanent and valuable public improve-ments made under his direction are con-

stantly attracting the attention of business

enterprises in other localities, while the

marked efficiency of all branches of the

the satisfactory conditions which follow

the application of business principles to

The only cloud upon Rochester's fair

James Johnston and his crew might gain

a contingency too remote to occasion seri-

ous alarm. The people have had an oppor

of that gentleman and his political aspira-

ions, and it is hardly conceivable that any

hs to viose their eyes to the calamitous assequences which would inevitably fol-

low his election to the office of mayor.

It is a greater and more prosperous Rochester that the people want, and the

intelligence and patriotism of its citizen-

tremendous majority, that Mayor Curler

ship may be trusted to make sure, by

office for mather term. O. FC.

Chamber of Commerce Meeting.

At the monthly meeting of the Chamber

of Commerce Monday night an address will be given by Hon. O. F. Williams, for-

merly consul-general at Singapore, on "Our

Opportunities in the Orient and in America Contrasted; What Observation and Exper-

smoker will be held in the address a

and his associates shall be conti

number of voters can be per-

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city government is a daily illustra-

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pride none has been more potent than the administration of Mayor Cutter. The

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7 24,535 1,622 4,1 10,381 741 7,1 10,381 971 6,8 11,581 971 6,8 11,582 97 10,8 12,1228 5,79 17,8 14,730 5,760 3,2 14,730 5,760 3,2 14,730 1,700 10,8 1,9437 7,100 10,8 1,9437 7,100 10,8 1,9437 7,100 10,8 1,9437 7,100 10,8 1,9437 7,100 10,8 1,9437 7,100 10,8 1,9437 1,000 10,8 1,9437

Totala5,700,591 4,944,133 757,729 15.3

NOVEMBER 1, 1905.

o'clock this afternoon. DAC. 19/25 - I tion less encouning to many

are mostly in the center of the city, and their combined output of smoke is notice able and offensive; but there are a few isolated cases of this kind in the residendistricts of the city. These make a uni neighbors. Only a word should be neces sary in such cases to induce them

he dissenting or Parry faction, no deele-rates had been admitted to the conven-ion except those who subscribed to what the officers of the convention called "the creed and articles of faith," which indersed President Roosevelt's message asking enabling legislation by congress enlarging th powers of the inter-state commerce commission. Among the first delegates to subscribe to gain admit-in a body to Steinway hall, where the iols Manufacturers association, May Dunne was also an early arrival and congratulated the officers upon their de-cision to bar the so-called railroad dele-

"I will see that you have all the policemen needed to hold your convention without interference from the railroad lcbyist," said the mayor. In the absence of E. C. Bacon, chair-

man of the executive committee, who is ill, Judge S. H. Cowan of Texas called

the convention to order.

"I knew that the delegates who are here to-day will abide by the action of the executive comwmittee and indorse the railroad rate regulation advocated by our great president, Theodore Roosevelt," said Judge Cowan. "I hope the convention will be peaceful, and that its deliberations will iresult in much good." R. W. Higbee of New York was chosen

Meanwhile the Parry process

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Then one by one the other Parry delegates went to the door and were refused. When the last man had been refused admittance by the doorkeeper. the Parry party went in a body to Stude-baker hall, where nearly 200 dolegates assembled. F. J. Bradley, of Havelhill, Mass., was elected as temporary chairman of this convention. In accepting Mr. Bradley made a brief speech, adv catong calm and dispassionate consideration of the matters before the conven-

"I think the refusal to admit thes members to the other convention will act as abar to the best interests of rate

PATERNALISM

Probably by far the most important question to come before the voters of the state of New York at the next electional amendment permitting the Legislature to regulate the hours of labor and wages paid upon public impro ments. Its grave importance may be inferred from the serious manner in which such legislation has, in the past, been considered by our highest courts and by the very general condemnation which it has received from the ablest jurists in the land. The emphatic disapproval which has been expressed and the refusal of the courts to permit such egislation to stand, have led to the pres ent attack upon the principles of our Constitution and to the attempt by undermining the ramparts which protect individual liberty, and the freedom of contract, to open the door to an un-

pose and plan of our institutions,

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And addition is known as amendment to be submitted to the people in the following form, "I had the proposed amendment to section Lacies and of the Constitution relating the Constitution relating the Constitution relating the Constitution of cities be a proceed at any would be difficult to conceive of any form of question less calculated to inform the voter as to just what he was a constitution of cities be a proceed as a constitution of cities be a considered to conceive a constitution of cities be a considered to conceive a considered to conceive a constitution of cities be a considered to conceive a considered to conceive a constitution of cities be a considered to conceive a conceive a conceive a considered to conceive a conceive a considered to conceive a conceive

form the voter as to just what he was voting for. The question as submitted is misleading and deceptive in the extreme. and it may be safely ventured that no ne vote in twenty will represent in any

Passing such consideration, however and scrutinizing the merits of the pro-posed change it will be found to be a step in the wrong direction, and the initial step in what may become a dangerous tendency on the part of the state to arbi-trarily interfere in other people's busi-ness. The plain purpose of the ariendment is to permit the Legislature to rerelative to the prevailing rate of wages, in other words, to forbid our cities and other political sub-divisions to have their work done upon as favorable terms as private persons. Their workmen are in tendel to be paid the most and work the least of all workmen. To divert the funds of a municipality in this manner. and for the benefit of private and class interests is now unconstitutional, and, if this amendment passes will neverthe less still be in conflict with the fundamental conceptions of our government and institutions. Henceforth the state will make the contract and the city will pay the bill. The state is to be generous

men who pays the tax and happens to be employed upon private work is to liqui-date the state's splendid magnanimity. The evident intent of the amendment is to deprive cities and their contractors of the exercise of all judgment and discre-tion in the matter of wages paid work-men. Henceforth everyone except a municipality is to have the right to make his own contracts. As our Court of Ap-peals said in one case, "Such Legis'ature may invade one class of rights to-day and another to-morrow, and if it can be sanctioned under the Constitution, while far removed in time, we will not be far away in practical statesmanship from supervised the building of houses, the earing of cattle and sowing of seed and the reaping of grain, and governmental ordinances regulated the movment and labor of artisans the rare of wager, the price of food, the diet and clothing of the people, and a large range of other affairs long since in all civilized lands regarded as outside of goverame tal functions." As was pointed out another case, if a city is not permitted to enter into fair contracts with its em-ployees on such terms as private indi-viduals may, it is disabled from properly. performing the duties enjoiner upon by law. When the expense of an im-provement is enlarged "beyond actual and reasonable cost under ordinary business conditions" then the property of the taxpayer is taken from him without due proceeds of law. Further than all

ness and unfitness, If a contractor must pay the highest wage he cannot afford to employ any save the most highly skilled, and this means the denial of state or public work to all workspen except the most efficient. This is not fair to by far the greater number-those who are able to give less and are willing to accept less in return. It is a dangerous step in the wrong di-rection. If the state is to invade the freedom of contract in one particular, such a step becomes a justification for a further act of paternalistic meedling. If paternalism is right; if meddling by the state in the private business of its unicipal corporations is proper; if the indamental theories of our government are and have been wrong then the proposed amendment is to be advanced and favored; if, however, there is any merit in our old-fashioned ideas of the freedom of contract; if it is right that our cities should be run on business princi-ples; if classification is naturally wrong, then the time to emphasize these facts

this such legislation casts all workmen engaged in any particular occupato

classified intelligence and ignorance, fit-

is now, before the first paternalistic patch has been plastered on our very respect-The wisdom of incorporating such laws general body of laws of the United States was pondered over by a department of the United States govern-

against the advisability of such meas-It can be confidently asserted at the present time that any laws which our Legislature may pass in confor the amendment proposed will not come within any of the restrictions of the United States constitution. That precise question has been determined in a deciion handed down in 1903 by the United States Supreme Court, in which the validity of a Kansas statute was the subject of discussion. It was there de-termined that so far as the United State onstitution is concerned a state has the unqualified right to prescribe the terms upon which labor shall be performed up-on the works of its political subdivisions. The only time and place, therefore, at which this advance of paternalism may be checked is on the 7th day of Novem-ber, 1905, at the polls. Little or nothing can or should be expected of future leg-islatures once the people give their implied sanction to such measures in ad-

INDUSTRY

The Furniture Iudex Pays Tribute to This City and its

manufactories.

The October number of the Furniture index, a monthly published at Jamestown in the interests of the furniture trade, devotes 10 pages to Rochester and its furniture industries. The article includes a sketch of the city and an account of each of the furniture factories, together with half-tone views of the city and cuts showing the style of product of various concerns.

Among the interesting items is the following paragraph: "Today there are 20 large and flourishing furniture manufacturing establishments in the city, and, with Rochester's exceptional advantages as a manufacturing city, the capacity and extent of her furniture factories will doubtless rapidly increase * 9 * The Rochester Chamber of Commerce has always been unusually persistent in its efforts to advance the material interests of Rochester, and to its intelligent work, promoted by the Secretary, John M. Ives, much credit must be given for the wonderful devel-

ent and growth of the city." The Rochester furniture manufactur-ing concerns receiving particular mention are the following: Miller Cabinet Company, Copeland & Durgin Com-pany, Rochester Parlor Furulture Com-pany, Hubbard & Eldridge Company. Barnard & Simonds Company, Old Colony Chair Company, Langslow & Fowler Company, Michelson & Fischer, Aeme Plating and Specialty Manufacturing Company, the Vetter Desk Works, H. M. Straussman & Co., Yaw-man & Erbe Manufacturing Company, "Rochester's retail furniture stores," continues the article, "are among the finest to be found in any city of the country, and denote the prog character of the men who manage them. The fine grade of furniture which is argely in evidence in their displace windows and show rooms, designed for luxurious homes, testifies to the wealth and prosperity of the community which demands the best things in the way of furnishings."

RANKS SPLIT BY RATE LAW

Delegates to Commerce Convention Divide. DAR. ____10-28-05 PARRY IS OPPOSED

His Faction of 435 Decries Any Amendment.

465 INDORSE PRESIDENT

Regular Delegates to Chicago Convention, Including Mayor Dunne' Praise President for His Efforts to Curb Rate Evils, but Parry and Others Bolt and go it Alone

Chicago, Oct. 26.-Refusing to pron ludorsement of President Roosevelt's pol-icy for the regulation of railroad rates, about half of the nine hundred delegates to the Interstate Commerce Law conven-tion to-day were barred from the convention, and thereupon held a separate meeting to give expression to their ideas on rate legislation. The original convention was held ... Steinway hall, while the "anti" convention met in Studebaker hall.

Alleged attempts to thwart the purpose of the convention caused the delegates at Steinway Hall to refuse to admit delegates, although properly accredited, unless they would agree to support the Presi-dent's rate plan. Many delegates objected to this procedure, demanding that they be given the right of free speech.

The other delegates charged that the so called "antis" were sent by the railroads and other alleged unfair interests to pack cention. Exciting scenes followed before the two meetings were called to

Prepared for a Conflict.

The "railroad" faction met at the Auditorium annex this forenoon to prepare for the expected conflict. Prior to this meet-ing, coal dealers identified with the "railelement had met at the Great Northern Hotel and, after satisfying themselves that their credentials were satisfactory, proceeded in a body to the annex, where D. M. Parry and other "railroad" delegates were assembled. After some consideration it was decided that the delegates go to the convention as individuals and, if refused admittance, to retire to Studebaker Half. Headed by Mr. Parry,

President Roosevelt's message, asking enabling legislation by Congress enlarging the powers of the Interstate Commerce Commission.

Danne Opposed to Parre.

Among the first delegates to subscribe to gain admittance was L. W. Noyes, rep-resenting the Illinois Manufacturers' As-sociation. Mayor Dunne was also an early

ut interference from the railroad lobby-sts," said the Mayor. In the absence of E. C. Bacon, chair-

man of the Executive Committee, who is sick, Judge S. H. Cowan, of Texas, called

"I know that the delegates who are here o-day will abide by the action of the Exentive Committee and indorse the railroad rate regulation advocated by our great President, Theodore Roosevelt," said Judge Cowan. "I hope the convention will be peaceful, and that its deliberations will

esult in much good."

Meanwhile the Parry procession of delerates had reached Steinway Hall, The Buffalo delegation of the Parry elem headed by L. H. Mason, secretary of Chamber of Commerce, was the first to ask for admittance.

Refuses to Sign the Pledge.

The doorkeeper offered the delegates th pledge already prepared. After looking at the pledge Delegate Mason said: "I am a regularly accredited delegate and I ask to be admitted," offering his credentials at the same time. "You must sign this to be admitted," replied the doorkeeper. "I will not do so," returned Mason. H. C. Elwood, chairman of the Buffaio

delegation, was the next to be refused admittance. The same ceremony of the offering of the pledge and its refusal was gone through.

Then one by one the other Parry dele gates went to the door and were refused. When the last man had been refused admittance by the doorkeeper, the Parry party went in a body to Studebaker Hall, where nearly 200 delegates assembled. I. Bradley, of Haverhill, Mass., was elec ed temporary chairman of this convention In accepting, Mr. Bradley made a brief convention. "I think the refusal to admit act as a bar to the best interests of rate

Dunne Signs the Pledge.

Some discussion was caused by the ap-pointment of a committee on credentials. It was finally decided to have a roll call of states for the appointment of one dele-gate from each state as a member of sack committee. The meeting then adjourned till 2 o'clock.

At Steinway Hall meanwhile Mayor Duane signed the Roosevelt pledge, say-

"There is no more important question be fore the country to-day than railroad rates but I will not impress upon you my personal views on this question. Chicago is proud to have you as her guest. If you come back in several years I will give you a ride in municipal street cars." Former Governor Campbell, of Ohio,

MAY BUILD FACTORY HERE.

There is a probability that a boiler actory will be built in Rochester by the I. T. Ryerson & Son company, a larg western firm with offices in New York, Chicago and other cities. T. B. Slocum, a representative of the company, visited Secretary John M. Ives of the Chamber of Company of Commerce yesterday to obtain som additional information as to probable sites and business.

In September the Ryerson company sent representatives to Rochester to speak before the Chamber of Commerce on the need of a boiler factory in Rochester. There is no such plant in city and it was said that the city fac-tories and buildings demand from 300 to 400 boliers a year. An attempt was made to capitalize a company among the Rochester business men but the venture needed a subscription of \$270,-000 at which the local investors shied.

Since leaving Rochester Mr. Slocum has looked over other sites in the East and he told Mr. Ives that his company had decided to put up an eastern fa tory, the necessary capital having been enlieted elsewhere. There is now a choice of three sites in different cities but the rallway facilities in Rochester are so much better than elsewhere tha it is likely the factory will be but here. Oct. 31 - A. C.

WHAT CAUSES MOST SMOKE.

President Clinton Rogers of the Chamber f Commerce directs attention to the facthat during the summer when the heatins plants in business blocks, stores and apart-ments were inactive there was comparavely little smoke over the city, and that ow when these heating plants are in oper ation there is dense smoke over the city showing, he says, that it is the heating plants rather than the factories that are causing the most of the smoke nuisance which is complained of:

Mr. Rogers says that if owners of heating ze, costing \$3 per ton, they will obtain as nuch more heat at practically the same cost and will do much to abate the smoke Isance, The Granite and other large uildings are heated with buckwheat coa atisfactorily. Some action must be taken omes effective: President Rogers aski hat the benefits be enjoyed during the

It is probable that the village trustees Charlotte will install a Gallagher im-roved furnace under at least one of the offers of the village lighting plant in order o abate the smoke nulsance and save fuel The large manufacturers of this city are preparing for the enforcement of the smoke rdinance. Twenty contracts have been

OCTOBER 31

HEATING PLANTS **HEAVY SMOKERS**

MAKE SMUDGE IN CENTER OF CITY, IT IS SAID.

BUCKWHEAT COAL AS CURE

Clinton Rogers, President of the Chamber of Commerce, Urges the Use of Hard Coal in the Smaller Plants in Central Part of City

As a result of observations made during the opinion that the plants used wholly for heating purposes are mainly re-sponsible for the smoke nuisance in the central part of the city. He is desirous that the owners of these plants, instead of waiting until the smoke ordinance be-comes effective, in June 1st of next year, should follow the example of many of the comes effective, on June 1st of next year, use buckwheat coal, a hard coal, in their furnaces, or, if they are willing to use buckwheat coal, to install smoke con-sumers. Speaking of this matter yester-day afternoon, Mr. Rogers said:

During the summer the central of the city was compar tion was reasonably a evident that this was fact that the heating apartment houses, bus stores were not in oper

Many Offending "With several men I lo which was bright and c smoke pouring from chir plants in St. Paul and gluming near Main stree north as far as the Nev Railroad, so that one coul Platt street.

"In nearly all of the were producing the cloud is being used for heating or largely. After so mu has been gathered and d the subject of the smoke n ly need be said that the smoke can be prevented the owners of the building at a saving to them. If a little pride in the city, "Before the hard coal was used in the ho and the owners of the class
I have spoken of paid fo
Now buckwheat coal is ava
of \$3 a ton delivered; and give quite as much heat a sary to put new grates in s naces, but that is a small m

Use of Buckwhea "The Granite building is torily heated with buckwh so large a building can this grade of coal surely t and one-hal fits size can us I should advise that the I be used in these plants, wh vent the production with one of the less expensisuming devices, by means of which only
from 75 to 80 per cent, of the smoke
would be prevented.
"The larger manufacturers are taking
more interest in the question of creases.

more interest in the question of prevent-ing smoke than the owners of shops, apart-inent houses, business blocks and stores. The former are gradually having auto-

twenty have been made within the past few days. The center of the city, however, suffers because of the owners of the smaller plants not giving attention to the question of preventing smake, and I find that now, since the buildings require to be heated, much smoke is constantly emitted

neared, much smoke is constantly emitted from the chimneys.

"These suggestions are made after studying the problem of preventing smoke for a number of years. It is hoped that for the benefit of the city at large those concerned will display a civic spirit in effecting a needed reform."

DEMOCRAT

DENTISTS AT BANQUET BOARD Masonic Club.

To-day will be one of profit for the delegates attending the tality-seventh annual convention of the Seventh and Elighth District Dental societies. As planned, there will be sixty clinics conducted by dental surgeons, and at each of these it is expected there will be demonstrated some two theory of yalus to the perfession. All

pected there will be demonstrated some new theory of value to the profession. All of the dentists of the city and those visit-ing here will be made welcome. Each clinic will be upon some interest-ing phase of dental work, and while it means as well as a distinct advance for the students and a contribution of much value. students and a contribution of much value to dentistry. Many dentists have brought

of the old-time members of the profession; John M. Ives, secretary of the Chamber of Commerce, in witty metaphor described "The Push and Pull of Rochester," adapting dental phraseology to the commercial progress and advancement of the city; Dr. C. W. Staliton, of Buffalo, spoke of "Grit," the kind that is required by both patient and dentist if the operation is to be a success; "Law and Order" was the topic assigned to Dr. H. J. Burkhart, of Batavia; Dr. Wallace J. Herriman had semething to say of "Our Relation," in which he dwelt upon both the medical and social side of medicine and dentistry; Rev. Clarence A. Barbour, D. D., presented the importance of "The Ounce of Prevention," and, while he didn't exactly take advan-tage of the opportunity to preach, he used his text to show that the ounce of preven-

but in world affairs.
Judge Arthur E. Sutherland addressed the convention from the viewpoint of "The Layman," making expression of the vast benefit which has been visited upon humanity through the profession which keeps the molars of all conditions of society in shape for use. Judge Sutherland pointed a moral in his address, showing the blessings conferred upon the world through the advances that are made in

hange the character of their fuel. In this place credit should be given to nany manufacturing concerns for their promptness in responding to the public de mand that the smoke nuisance shall be abated. They have anticipated the enforcement of the new law on the subject, nd are putting in apparatus, some of them at considerable expense, for prevent ng the emission of soft coal smoke from heir chimneys. Whether any specific pube recognition of this action on their part s made or not, the manufacturers who are loing the work will enjoy the conscious ness of getting out of the class of those who are advertising their industry by making it offensive and injurious to the nealth of the people. It is probable that goes into effect nearly all of that class will djust themselves to new and better condi-

MAY BUILD BOILER FACTORY.

J. T. Ryerson & Son Desire To Estab-

lish Branch in Rochester. As A sequel to the visit of T. B. Slo-cum, representing J. T. Ryerson & Son, boiler manufacturers, to Secretary John M. Ives of the Chamber of Commerce some time ago, it is probable that a branch factory of the company will be established in Rochester, Mr. Slocum to dentistry. Many dentists have brought to the convention interesting cases for the study of their fellow practitioners.

After an exhaustive session resterday afternoon, when technical papers were read by a half dozen delegates, the members of the convention to the number of 150 enjoyed a banquer at the Masonic Club. There was a profusion of artistic decoration and a programme of music by De Main Wood's orchestra. George A. Mahl sang "The Deathless Army."

Dr. Frank L. Sibley acted as toastmaster, and the first speeches of the convention that were not steeped in technical lore were heard. Dr. J. H. Be-bee responded to the toast "The Wheel Horses," in which he spoke graciously and pleasantly of the old-time members of the profession;

EMOCKAT	. 2	AND	CI	H
POPULATION	0F	THE	ST	AT
A revised table	showing	the nom	vistion .	
state by counties for		the hop	manion .	01 7
		2611	22.000	
Counties.	1905.	1909.	Inc.	De
Albany	171,497	165,571	5,926	1.1
Allegany	43,259 72,286	41,501	1,758	100
Broome	72,286	69,149	3,137	
Cattarangus	65,869	65,643	252	
Cayuga	65,311	66,235	,000	9
Chautauqua	96,882	88,314	8,568	100
Chemang	51,600	54,063	1111	2,4
Chenango	26,754	36,568	216	-0
Clinton	46,949	47,430		4
Columbia	42,868	43,211	17.40	8
Cortland	29,503	27,676	1,927	110
Delaware	40,788	40,413	375	101
Dutchess	81,689	81,670	. 19	
Erie	473,682	433,686	29,950	. 111
Essex	32,452	30,707	1,745	+4.
Franklin	47,012	42,853	4,159	VA
Fulton	42,330	42,842	9111	. 60
Сепекее	35,726	34,661	1,175	16.00
Greene	31,246	31,478	15.044	100
Hamilton	4,912	4,947	1000	
Herkimer	53,850	51,049	2,087	
Jefferson	80,048	70,748	3,711	+1
Kings	,258,891	1,166,582	192,309	4.0
Lewis	26,643	27,427	Serve	7
Livingston	36,450	37,009	Acres	- 61
Madison	29,690	40,545		87
Monroe	239,442	217,854	21,588	44.
Montgomery	49,928	47,453	2,440	
Narawa	1584 X 777	27 480	T. E. Colles	

political subdivisions to have their work done upon as favorable terms as

private persons. Their workmen are intended to be paid the most, and work the least, of all workmen. To divert the funds of a municipality in this manner, and for the benefit of private and class interests, is now unconstituthmal, and if this amendment passes will nevertheless still be in conflict with the principles and spirit of our institutions. Henceforth the State with make the centract and the city will pay the bill. The State is to be generous to a favored few at the expense of the unlucky workman who pays the tax and happens to be employed upon private work. The evalent intent of the amendment is to deprive cities and their contractors of the exercise of all judgment and discretion in the matter of wages paid workmen

Additional copies of this document will be furnished free upon applicathan to the New York Heavil of Trade and Transportation, so; Broadway (Manhattan), New York City

sug sort coal for heating large buildings are mostly in the center of the city, and their combined output of smoke is noticeable and offensive; but there are a few isolated cases of this kind in the residence districts of the city. These make a nuineighbors. Only a word should be neces-sary in such cases to induce them to

toukers 61.707 47.931 33.776 28.7

NOVEMBER 1, 1905.

ROCHESTER IS

now furnished by Mose Post-Standard.

Rochester has, indeed, done splendidly during the last ten years and the future is bright with promise for a bigger and better, city. Many causes have contributed to the grand result, but in stimulating commercial expansion and in awakening civic pride none has been more potent than the administration of Mayor Cutler. The permanent and valuable public improve-ments made under his direction are constantly attracting the attention of business enterprises in other localities, while the marked efficiency of all branches of the city government is a daily illustrat the satisfactory conditions which follow the application of business principles to the conduct of a city's business.

The only cloud upon Rochester's fair horizon, at present, is the possibility that James Johnston and his crew might gain, possession of the public offices, but that is a contingency too remote to occasion ; ous slarm. The people have had an oppor unity to take a preity accurate me of that gentleman and his political aspiraions, and it is hardly conceivable that any moded by his demagogic misrepresent ons to close their eyes to the calamitous nences which would inevitably fol-

low his election to the office of mayor. It is a greater and more prosperous Rochester that the people want, and the intelligence and patriotism of its citizenship may be trusted to make sure, by a tremendous majority, that Mayor Cutler and his associates shall be continu office for another term. A. FC.

Chamber of Commerce Meeting. At the monthly meeting of the Chamber of Commerce Monday night an address merly consul-general at Singapore, on "Our Opportunities in the Orient and in America Contrasted; What Observation and Experlence Teaches." After the address a smoker will be held injun Ciprature 4.05

Some cities have made des-Prosperity perate efforts to work up a boom. Others have had a boom thrust upon them.

Rochester is among the lat-ter. The prosperity of this city, the demand for store and factory accommodations and for dwellings, has become so heavy as to be almost embarrassing. Everyone knows from report if not from experience what it is this fall to find houses to rent that will suit. The building movement has exceeded all records for Rochester. It is equally difficult to secure business quarters. A citizen sally esterday that he was making arrangements to go into a large manufacturing business, but he had been forced to ask an agent in Buffalo to look up suitable quarters for his plant in that city, as none was to be found in Rochester. Of course Rochester is glad to see Buffalo prosper, but it is not pleasant to have another town built up at the expense of our own city. The Rochester boom is largely the result of the superb administration of

Mayor Cutler during the past two years

t taxation, etc. The proposed change o'clock this afternoon. D.y C. 19/25 - tion less emousice to ment

WHAT CAUSES MOST SMOKE.

President Clinton Rogers of the Chambe

of Commerce directs attention to the fact that during the summer when the heating plants in business blocks, stores and apart-ments were inactive there was compara-

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comes effective, on June 1st of next year, use buckwheat coal, a hard coal, in their furnaces, or, if they are willing to use

buckwheat coal, to install smoke con-sumers. Speaking of this matter yester-day afternoon, Mr. Rogers said: "During the summer the central part

of the city was comparatively free from

smoke To be sure, there was smoke in the air, but so little of it that the conu-tion was reasonably satisfactory. It is

evident that this was one largely to th

fact that the heating plants of shops, apartment houses, business blocks and stores were not in operation.

"In nearly all of the buildings which

"In nearly all of the buildings winch were producing the clouds of smoke, coal is being used for heating purposes, wholly or largely. After so muca information has been gathered and disseminated on the subject of the smoke nulsance, it hardly need be said that the production of that a smoke can be prevented without cost to the owners of the buildings—indeed, even at a saving to them. If they would have

at a saving to them. If they would have a little pride in the city, they would act on the suggestions given, and the smoke missance would soon be corrected. "Before the hard coal strike hard coal

was used in the heating plants of the city, and the owners of the classes of buildings I have stoken of paid full price for it. Now buckwheat coal is available, at a cost of \$3 a ton delivered; and a ton of it will give quite as much heat as a ton of soft coal. In order to use it, it may be necessary to put new grates in some of the furnaces, but that is a small matter.

Use of Bucketas Company.

Use of Buckwheat Coal.

"The Granite building is being satisfactorily heated with buckwheat coal, and it so large a building can be heated with this grade of coal surely those one-quarter and one-hal fits size can use it profitably. I should advise that the buckwheat coal be used in these plants, which would present the production of sweets.

I should advise that the buckwheat coal be used in these plants, which would prevent the production of smoke absolutely, rather than that soft coal be used with one of the less expensive smoke-consuming devices, by means of which only from 75 to 80 per cent. of the smoke would be prevented.

"The larger manufacturers are taking more interest in the question of prevent.

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dinance. Twenty contracts have been

OCTOBER 31

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"I think the refusal to admit thes members to the other convention will act as abar to the best interests of rate legislatioi," he said.

PATERNALISM

Ed. U & A .: Probably by far the most importan question to come before the voters of the state of New York at the next election is the question of the constitu-tional amendment permitting the Legis-lature to regulate the hours of labor and the wages paid upon public improve-ments, Its grave importance may be inferred from the serious manner in which such legislation has, in the past, been considered by our highest courts and by the very general condemnation which it has received from the ablest jurists in the land. The emphatic disthe refusal of the courts to permit such egislation to stand, have led to the present attack upon the principles of our Constitution and to the attempt by undermining the ramparts which protect individual liberty, and the freedom of contract, to open the door to an unknown number of paternalistic ideas, which are yitally at odds with the pur-pose and plan of our institutions,

Prior to February, 1902, there was in existence in the state of New York, a statute which made it a misdemean municipal corporation to require more than eight hours work for a day's labor. Under this law a contractor was indicted in Orange county, and the Orange Coun-ty Court in February, 1902, held the law to be unconstitutional and that its viola peals that the provisions of the labor law making it a misdemeanor for con-tractors to use upon public work any stone which had not been carved, cut or dressed within the state, were unconsti-tutional. In February, 1901, it had been determined by our Court of Appeals that that portion of the labor law which repay his workmen not less than the prevailing rate of wages in the locality, was unconstitutional. Several other por-tions of the labor law had previously either been condemned or seriously called into question by our courts, and in Legislature of the state a concurrent resolution proposing an amendment to the constitution by which the Legislature was to be permitted "to regulate and fix the wages or salaries, the hours of work or labor, etc., of persons" employed upon state or municipal work, and employed either by the state or municipality directly or by an independent contractor. This resolution was passed in 1993 and again in 1993, and is to be presented to the people for adoption at the next general election on November 7th next. The pro-posed amendment is to be added to section 1 of article XII of the Constitution which at present provides that the Legislature shall regulate, etc., the organizaf taxation, etc. The proposed change

voting for. The question as submitted is misleading and deceptive in the extreme, and it may be safely ventured that not one vote in twenty will represent in any

his own contracts As our Court of Ap-

peals said in one case, "Such Legislature may invade one class of rights to-day

and another to-morrow, and if it can I

away in practical statesmanship from

those ages when governmental prefects supervised the building of houses, the rearing of cattle and sowing of seed,

and the reaping of grain, and govern-

wager, the price of food, the diet and

clothing of the people, and a large range

of other affairs long since in all civilized lands regarded as outside of governmen-

another case, if a city is not permitted to enter into fair contracts with its em-ployees on such terms as private indi-

viduals may, it is disabled from properly, performing the duties enjoiner upon it

by law. When the expense of an in

and reasonable cost under ordinary busi-ness conditions" then the property of the taxpayer is taken from him without

due proceeds of law. Further than all this such legislation casts all workmen

engaged in any particular occupation higglety, pigglety into one mass of un-classified intelligence and ignorance, fit-ness and unfitness.

If a contractor must pay the highest

wage he cannot afford to employ any save the most highly skilled, and this means the denial of state or public work

to all workmen except the most efficient.

This is not fair to by far the greater

number-those who are able to give less and are willing to accept less in return.

It is a dangerous step in the wrong di-rection. If the state is to invade the freedom of contract in one particular,

such a step becomes a justification fo

If paternalism is right; if meddling by the state in the private business of it

municipal edrporations is proper; if the

posed amendment is to be advanced and

favored; if, however, there is any merit in our old-fashioned ideas of the free-dom of contract; if it is right that our

cities should be run on business princi-

ples; if classification is naturally wrong

has been plastered on our very resp

then the time to emphasize these facts is now, before the first paternalistic patch

ble constitution. The wisdom of incorporating such laws

into the general body of laws of the United States was pondered over by a department of the United States govern-ment and by one of the congressional

committees, and both bodies determined

It can be confidently asserted at the

Legislature may pass in conformity with

the amendment proposed will not come

within any of the restrictions of the United States constitution. That precise question has been determined in a decision handed down in 1903 by the United States Supreme Court, in which the validity of a Kansas statute was the subject of discussion. It was the subject of discussion. It was the subject of discussion.

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termined that so far as the United State

constitution is concerned a state has the unqualified right to prescribe the terms

on the works of its political subdivisions. The only time and place, therefore, at which this advance of paternalism may

be checked is on the 7th day of November, 1905, at the polls. Little or nothing can or should be expected of future leg-

islatures once the people give their

plied sanction to such measures in advance.

upon which labor shall be performed up

fundamental theories of our governmer are and have been wrong then the pro-

further act of paternalistic meedling

nent is enlarged "beyond actual

tal functions, " As was pointed out

sanctioned under the Constitut

· INDUSTRY degree an intelligent exercise of judg The Furniture Iudex Pays Tribute, Passing such consideration, however, and scrutinizing the merits of the pro-posed change it will be found to be a step to This City and its in the wrong direction, and the initial step in what may become a dangerous

step in what may become a dangerou tendency on the part of the state to arb trarily interfere in other people's business. The plain purpose of the ariendment is to permit the Legislature to re-The October number of the Furniture Index, a monthly published at James-town in the interests of the furniture trade, devotes 10 pages to Rochester enact the eight-hour law and the law relative to the prevailing rate of wages, in other words, to forbid our cities and and its furniture industries. The article includes a sketch of the city and an account of each of the furniture fac-tories, together with half-tone views of other political sub-divisions to have their work done upon as favorable terms as private persons. Their workmen are in-tended to be paid the most and work the the city and cuts showing the style of product of various concerns. Among the interesting items is the least of all workmen. To divert the funds of a municipality in this manner, and for the benefit of private and class

following paragraph: "Today there are 20 large and flourishing furniture manu-facturing establishments in the city, and, with Rochester's exceptional adinterests is now unconstitutional, and, if this amendment passes will nevertheless still be in conflict with the fundavantages as a manufacturing city, the capacity and extent of her furniture factories will doubtless rapidly increase.

* 2 * The Rochester Chamber of mental conceptions of our government and institutions. Henceforth the state will make the contract and the city will pay the bill. The state is to be generous to a favored few, and the unlucky work-Commerce has always been unusually nen who pays the tax and happens to be persistent in its efforts to advance the material interests of Rochester, and to employed upon private work is to liquidate the state's splendid magnanizait; its intelligent work, promoted by the The evident intent of the amendment is to deprive cities and their contractors of Scaretary, John M. Ives, much credit must be given for the wonderful devel-opment and growth of the city." the exercise of all judgment and discretion in the matter of wages paid work-men. Henceforth everyone except a municipality is to have the right to make

The Rochester furniture manufacturing concerns receiving particular men-tion are the following: Miller Cabinet Company, Copeland & Durgin Com-Company, Copeland & Durgin Com-pany, Rochester Parlor Furniture Com-pany, Hubbard & Eldridge Company, Barnard & Simonds Company, Old Colony Chair Company, Langslow & Fowler Company, Michelson & Fischer, Acme Plating and Specialty Manufac-turing Company, the Vetter Desk Works, H. M. Straussman & Co., Yawman & Erbe Manufacturing Company, "Rochester's retail furniture stores," continues the article, "are among the

manufactories.

finest to be found in any city of the country, and denote the progressive character of the men who manage them. The fine grade of furniture which largely in evidence in their display windows and show rooms, designed for uxurlous homes, testifies to the wer and prosperity of the community which demands the best things in the way of

RANKS SPLIT BY RATE LAW

Delegates to Commerce Convention Divide. DAR, _____10-28-05 PARRY IS OPPOSED

His Faction of 435 Decries Any Amendment.

465 INDORSE PRESIDENT

Regular Delegates to Chicago Convention, Including Mayor Dunne' Praise President for His Efforts to Curb Rate Etils, but Parry and Others Bolt and go it Alone

Chicago, Oct. 26.—Refusing to prom indersement of President Roosevelt's pol-icy for the regulation of railroad rates, about half of the nine hundred delegates to the Interstate Commerce Law conven-tion to-day were barred from the conven-tion, and thereupon held a separate meeting to give expression to their ideas on rate legislation. The original convention was held ... Steinway hall, while the "anti" convention met in Studebaker hall. Alleged attempts to thwart the purpose

Steinway Hall to refuse to admit delegates, although properly accredited, unless they would agree to support the Presi-dent's rate plan. Many delegates objected

ther delegates charged that the socalled "antis" were sent by the railroads and other alleged unfair interests to pack the convention. Exciting scenes followed before the two meetings were called to

Prepared for a Conflict.

The "railroad" faction met at the Audi torium annex this forenoon to prepare for the expected conflict. Prior to this meet-ing, coal dealers identified with the "rati-road" element had met at the Great Northroad" element had met at the Great North-ern Hotel and, after satisfying themselves that their credentials were satisfactory, proceeded in a body to the annex, where D. M. Parry and other "railroad" dele-gates were assembled. After some con-sideration it was decided that the dele-gates go to the convention as individuals and, if refused admittance, to retire to Studebaker Hall. Headed by Mr. Parry,

THE EVENING TIMES,

THE EV

gates had been admitted to the convention except those who subscribed to what the officers of the convention called "the creed and articles of faith," which indorsed

Dunne Opposed to Parry.

Among the first delegates to subscrib gain admittance was L. W. Noyes, repesenting the Illinois Manufacturers' Association. Mayor Dunne was also an early arrival and congratulated the officers up their decision to bar the so-called railroad

"I will see that you have all the police it interference from the railroad lobby said the Mayor.

sts," said the Mayor.

In the absence of E. C. Bacon, chair-nan of the Executive Committee, who is cick, Judge S. H. Cowan, of Texas, called "I know that the delegates who are here

to-day will abide by the action of the Exrate regulation advocated by our great President, Theodore Roosevelt, said Judge Cowan, "I hope the convention will be peaceful, and that its deliberations will sult in much good."

Meanwhile the Parry procession of delegates had reached Steinway Hall. The Buffalo delegation of the Parry element, headed by D H. Mason, secretary of the Chamber of Commerce, was the first to ask for admittance,

Refuses to Sign the Pledge.

The doorkeeper offered the delegates the pledge already prepared. After looking at the pledge Delegate Mason said: "I am at the piece Delegate Mason said: 'I am a regularly accredited delegate and I ask to be admitted,' offering his credentials at the same time. "You must sign this to be admitted," replied the doorkeeper. "I

will not do so," returned Mason.
H. C. Elwood, chairman of the Buffalo delegation, was the next to be refused admittance. The same ceremony of the offering of the pledge and its refusal was

Then one by one the other Parry delegates went to the door and were refused. When the last man had been refused admittance by the doorkeeper, the Parry party went in a body to Studebaker Hall, where nearly 200 delegates assembled. F. J. Bradley, of Haverhill, Mass., was elected temporary chairman of this convention. In accepting, Mr. Bradley made a brief speech advecting culm and dispassion. speech, advocating calm and dispassion-ate consideration of the matters before the convention. "I think the refusal to admit these members to the other convention will act as a bar to the best interests of rate

Dunne Signs the Pledge.

Some discussion was caused by the appintment of a committee on credentials, was finally decided to have a roll call f states for the appointment of one delegate from each state as a member of suc-committee. The meeting then adjourned

At Steinway Hall meanwhile Mayor ne signed the Roosevelt pledge, say-

There is no more important question before the country to-day man railroad rates but I will not impress upon you my per-sonal views on this question. Chicago is proud to have you as her guest. If you ome back in several years I will give you ride in municipal street cars."
Former Governor Campbell, of Ohio,

MAY BUILD FACTORY HERE.

There is a probability that a boiler actory will be built in Rochester by the J. T. Ryerson & Son company, a large western firm with offices in New York, Chicago and other cities. T. B. Slocum, tative of the company, visited retary John M. Ives of the Chamber of Commerce yesterday to obtain some

ites and business.
In September the Ryerson company ent representatives to Rochester to speak before the Chamber of Commerce on the need of a boiler factory in Rochester. There is no such plant in the city and it was said that the city factories and buildings demand from 300 to 400 boilers a year. An attempt was made to capitalize a company among the Rochester business men but the the Rochester business men bu venture needed a subscription of \$270,-000 at which the local investors shied. Since leaving Rochester Mr. Slocum

has looked over other sites in the East and he told Mr. Ives that his company had decided to put up an eastern factory, the necessary capital having been enlisted elsewhere. There is now a choice of three sites in different cities but the railway facilities in Rochester are so much better than elsewhere that here. Oct. 31 - D. C.

wenty have been made within the past few days. The center of the city, however, suffers because of the owners of the suffers because of the owners of the smaller plants not giving attention to the question of preventing smake, and I find that now, since the buildings require to be heated, much smoke is constantly emitted from the chimneys.

from the chimneys.

"These suggestions are made after studying the problem of preventing smoke for a number of years. It is hoped that for the benefit of the city at large those concerned will display a civic spirit in effecting a needed reform."

DEMOCRAT

DENTISTS AT BANQUET BOARD Masonic Club.

To-day will be one of profit for the delegates attending the thirty-seventh annual convention of the Seventh and Eighth District Dental societies. As planned, there will be sixty clinics conducted by dental sorgeons, and at each of these it is expected there will be demonstrated some new theory of value to the profession. All of the dentists of the city and those visiting bere will be made welcome.

ing here will be made welcome.

Each clinic will be upon some interesting phase of dental work, and while means hard work to those participating. means hard work to those participating, in means as well as a distinct advance for the students and a contribution of much value to dentistry. Many dentists have brought to the convention interesting cases for the study of their fellow practitioners.

study of their fellow practitioners.

After an exhaustive session yesterday afternoon, when technical papers were read by a half dozen delegates, the members of the convention to the number of 150 enjoyed a banquet at the Masonic Club. There was a profusion of artistic decoration and a programme of music by De Main Wood's orchestra. George A. Wahl same "The Deathless Arms."

Mahl sang "The Deathless Army."
Dr. Frank L. Sibley acted as toastmaster, and the first speeches of the convention that were not steeped in technical lore were heard. Dr. J. H. Beebee responded to the toast "The Wheel Horses," in which he spoke graciously and pleasantly of the old-time members of the profession; John M. Ives, secretary of the Chamber of Commerce, in witty metaphor described "The Push and Pull of Rochester," adapting dental phraseology to the commercial progress and advancement of the city; Dr. C. W. Stainton, of Buffalo, spoke of "Grit," the kind that is required by both patient and dentist if the operation is to be a success; "Law and Order" was the topic assigned to Dr. H. J. Burkhart, of Batavia; Dr. Walines J. Herriman had semething to say of 'Our Relation,' in which he dwelt upon both the medical and social side of medicine and dentistry; Rev. Clarence A. Barbour, D. D., presented the importance of "The Ounce of Prevention." and, while he didn't exactly take advan-tage of the opportunity to preach, he used his text to show that the ounce of prevention is essential not only in dental surgery,

but in world affairs.

Judge Arthur E. Sutherland addressed the convention from the viewpoint of "The Layman," making expression of the wast benefit which has been visited upon humanity through the profession which keeps the molars of all conditions of society in when he was the profession which has been visited upon humanity through the profession which keeps the molars of all conditions of society in when he was the profession which has been profession which has been profession. ciety in shape for use. Judge Sutherland pointed a moral in his address, showing the blessings conferred upon the world through the advances that are made in the dental profession as responsible for the health that is so largely responsible for individual success in all professions

With the close of the last clinic this afternoon the convention will end.

HEATING PLANTS AND SMOKE NUISANCE

Many Offending Chimneys. "With several men I loked over the city o the north from the rooms of the Chamof the Democrat and Chronicle on Tuesber of Commerce building tals morning which was bright and clear, and we saw ber of Commerce, on the responsibility of smoke pouring from chinneys of heating plants in St. Paul and Water strets, bemany heating plants in large buildings for the smoke nuisance was worthy of careful ginning near Main street and extending north as far as the New York Central reading on the part of those who use soft coal for the purpose named. oad, so that one could not see beyone

Mr. Rogers showed that a large proporthen of the soft coal smoke which contaminates the nir of this city comes from heating and not from manufacturing furnaces. This is one of the malign fruits of the anthracite strike of several years ago. It was difficult then to get hard coal, and many large establish ments which had always used it changed to soft coal. Finding it cheaper than the grade of hard coal they had been burning they continued the use of the bituminous fuel after the necessity for it had disap-

In view of the vile effects of soft conl smoke discharged on the atmosphere of the city, this was not a manifestation of public spirit and regard for the welfare of the city and its people. There is now no longer any excuse whatever for the continuance of the practice. President Rogers shows that what is called buckwheat coal is now available at a cost of \$3 a ton. A ton of this coal, which does not produce amoke, will go just as far as a ton of soft coal, and only a slight and inexpensive change of grates in the furnaces will be required for the substitution of buckwheat coal for the smoke producing kind.

The greatest offenders in the matter of using soft coal for heating targe buildings are mostly in the center of the city, and their combined output of smoke is noticeable and offensive; but there are a few

hange the character of their fuel. In this place credit should be given to many manufacturing concerns for their romptness in responding to the public deand that the smoke nuisance shall be abated. They have anticipated the enforcement of the new law on the subject. and are putting in apparatus, some of them at considerable expense, for preven ing the emission of soft coal smoke from their chimneys. Whether any specific pube recognition of this action on their part s made or not, the manufacturers who are loing the work will enjoy the conscious ness of getting out of the class of those who are advertising their industry by making it offensive and injurious to the ealth of the people. It is probable that goes into effect nearly all of that class will adjust themselves to new and better condi-

MAY BUILD BOILER FACTORY.

J. T. Ryerson & Son Desire To Establish Branch in Rochester.

As A sequel to the visit of T. B. Slo-cum, representing J. T. Ryerson & Son, boiler manufacturers, to Secretary John M. Ives of the Chamber of Commerce some time ago, it is probable that a branch factory of the company will be established in Rochester, Mr. Slocum was in the city Monday to obtain some additional information from Mr. Ives as to possible locations, and the factory's establishment here is almost a certainty. Since his visit to the city in Sente ber, Mr. Slocum has visited other in the East and the choice rests at present between three cities, but the railway facilities of Rochester are so much b ter than elsewhere that it will probably

POPULATION OF THE STATE

DEMOCRAT AND CHRONICL

A revised table showing the population of the

2,568 216 2,087 30,711 192,310

James Johnston and his crew might gain possession of the public offices, but that is a contingency too remote to occasion serious alarm. The people have had an opporunity to take a profty accurate me of that gentleman and his political aspiraions, and it is hardly conceivable that any considerable number of voters can be per-

It is a greater and more prosperous Rochester that the people want, and the intelligence and patriotism of its citize ship may be trusted to make sure, by tremendous majority, that Mayor Cutter and his associates what office for another term. A. FC.

Chamber of Commerce Mesting. At the monthly meeting of the Chamber nerly consul-general at Singapore, on "Our

Some cities have made desperate efforts to work up a boom. Others have had a Rochester. boom thrust upon them.

ter. The prosperity of this city, the demand for store and factory accommodaown city. The Rochester boom is largely the result of the superb administration of Mayor Cutler during the past two years

o'clock this afternoon. D.y C. 19/25 - tion less communica to

more interest in the question of prevent-ing smoke than the owners of shops, apart-inent houses, business blocks and stores. The former are gradually having auto-

isolated cases of this kind in the residence districts of the city. These make a nu neighbors. Only a word should be neces sary in such cases to induce them

No. Tonawanda.

NOVEMBER 1, 1905.

ROCHESTER IS

Rochester has, indeed, done splendidly furing the last ten years and the future is bright with promise for a bigger and better Many causes have contributed to the grand result, but in stimulating commercial expansion and in awakening civic prole none has been more potent than the administration of Mayor Cutler. The permanent and valuable public improve-ments made under his direction are con-

stantly attracting the attention of business enterprises in other localities, while the marked efficiency of all branches of the city government is a daily illustration of the satisfactory conditions which follow the application of business principles to the conduct of a city's business. The only cloud upon Rochester's fair horizon, at present, is the possibility that

low his election to the office of mayor.

Opportunities in the Orient and in America Contrasted; What Observation and Exper-ionce Teaches," After the address a smoker will be held in the Typical H. Of

Rochester is among the lat-

tions and for dwellings, has become so heavy as to be almost embarrassing. Everyone knows from report if not from experience what it is this fall to find houses to rent that will suit. The building movement has exceeded all records for Rochester. It is equally difficult to spacere business quarters. A citizen sall yesterday that he was making arrangements to go into a large manufacturing business, but he had been forced to ask an agent in Buffalo to look up suitable quarters for his plant in that city, as none was to be found in Rochester. Of course Rochester is glad to see Buffalo prosper, but it is not pleasant to have another town built up at the expense of our

and his talk cannot fail to interest and instruct all present. At the conclusion of Mr. Williams' address a smoker will be held in the library. Come, and bring a friend,

Rochester, N. Y., Nov. 4, 1905.

POSSIBILITIES OF PHILIPPINES

ALMOST UNLIMITED, SAYS HON. O. F. WILLIAMS.

THEIR LARGE RESOURCES

Former Consul-General at Singapore Speaks Before Chamber of Commerce-Discusses Tariff Revision, Demand forMerchantMarine,Etc.

At the meeting of the corporation of th ree last night, an addres was given by Hon. O. F. Williams, late con-sul-general at Singapore. Mr. Williams's sub-ject was "Our Opportunities in the Orient and in America Contrasted: What Observa-tion and Experience Teach." There was a good attendance at the meeting. After the address a smoker was held in the library. Before Mr. Williams spoke a represent

tive of the Nox-Em-All Company, of Syra-cuse, which manufactures hardware, was given an opportunity to address the meeting. desires to interest Roche capital in it, when it would move its plant to this city. It has a process of making cas from from the ore and immediately changing

the cast iron into steel. After speaking of his having gone to the Philippine Islands in 1807 and of some of his dence there, Mr. Williams said that the experience there, Mr. Williams said that the Philippines consisted of 1,400 islands, of which 460 were inhabited by 8,000,000 people. The Philippines, he said, had a greater area than Great Britain and Ireland, with onequarter of the population; and its productive power in soil and mines was greater than Germany. In the island of Luzou alone, he said, there were sixty-nine cities of more than 10,000 inhabitants each; the average population of these, he said, was 21,246.

The Philippines have an attractive clima said Mr. Williams. The islands, he said, are not made uninviting by extremes of heat and cold, wet and dry weather. The temperature varies from 55 degrees Fahrenheit to 95 degrees, with an average temperature of about 78 degrees. The Philippines are an archipelago with great possibilities,

Philippines Fertile Islands.

"When the United States was in conflict "When the United States was in conserving the Filipinos there was talk of starying them out," said Mr. Williams. "How would you starve out a people that could go to their wild benana trees and pick off what they needed? Or gather the wild pinear Or kill fine wild fat pigs in the for esta? Or dig into the fertile soil and bring up sweet potatoes for their sustenance? And when the Filipino wants to shield himself in lement weather, all he has to do is t pluck a couple of leaves from the banana tree. One of these he places on the ground. He lies down upon it and puts the other over him, and there he can sleep as peacefully

as may be, well protected from the rain.

Mr. Williams spoke of the productivenes
of the islands in sugar, hemp, tobacco, hide copra, etc. If it were necessary, said Mr Williams, the sugar producing area of the Philippines could be quickly developed, so that the United States would be quite inde-

In arging reciprocity with Cuba, Mr. Williams said in this connection, the President had made a mistake. As a result, he said, there was a deficit of more than \$35,000,000 in the United States treasury, because of loss of revenue from the sugar duties, the price of sugar instead of having becless in this country had increased. Cuba had markets in other countries that attracted her, he said.

Favors Autonomy for Islands. Mr. Williams said that he strongly favored autonomous government for the Philippines under the protection of the United States, a dition that had been granted to Cuba. The United States government was doing wisely in selling homesteads in the Philippines, said the speaker, and limiting the amount of land corporations could obtain to 2,500 acres. He spoke of the great possibilities of the 40,000. these, he said, were 450 specimens of valua-ble woods, and the government was allowing only the large trees to be felled, so that forests might be forever maintained.

The debt of the Philippines was only \$1.62 per capits, said the speaker, and he con-trasted that with the debt of other conn-1. That of the United States was \$8 per a, he said; that of England, \$90, and France \$150. Mr. Williams deplored that nearly all the goods from the

States and Into the United Stat

were carried by the vessels of foreign countries, and he strongly advocated the subsidising of a merchant marine. Extended re-

erence was made to this practice in Great Britain, France and other countries. "We, the greatest nation under the sun, lie suninely in our chosen mudhole and let other nations beat us out," said Mr. Williams. "If it is against the Constitution, am not here to argue that; but Yankee in-genuity can surely dodge around a point when it is to accomplish a great good. will retard the greatness of the United States unless at an early date we foster our mer-

Against Tariff Revision.

Mr. Williams then referred to the agitation for tariff revision. The agitators, he intimated, were these who wanted tariff concessions at the expense of some other part of the community; as, for example, the shoe men, who desired that the tariff on hides might be lowered, forgetting that this action would work injury to those who sell hides here and who had the same rights as the manufacturers. He made a comparison between the American and French and English tariffs, for the purpose of showing that the American tariff demanded no more of the French and English than the tariffs of the French and English de-

anded of the Americans. Reference was next made to Singapore, some account being given of its large trade and possibilities for development, Singapore, Ceylou, Hong Kong and other Eastern territory, said Mr. Williams, were said to be colonies of Great Britain, but were not really such. They were really expleited by a class of people whose only desire was to gain enough that they might return to England and there live at ease, he said. The same was true of Java, Sumatra, the Celebes and

other dependencies of the Dutch, he said.

Mr. Williams spoke of the great advantage in trade in the East that the United States posse This country could reach the Philippines, China, Japan, Kerea, Polynesia, etc., much more readily than could Great Britain and European countries, since the distance was less, he said, and it did not have to pay fees to the Suez canal company. Even Burma and India were nearer to the United States than to Europe, he said,

All the United States need ask, said Mr. Williams, was the privileges extended to it under the general clauses of the new tariffs of European s. It should look nearer home for alli from pole to pole should be one with the United States. DrC. Nov. 7- ov.

HERALD. TUESDAY TRADE IN ORIENT

Consul Williams Contrasts It With That in America.

OPPOSED TO RECIPROCITY

Tells Chamber of Commerce That Only a Few Funerals Are Needed To Arouse Canadians To Benefits of Annexation - Shipping Facilities at Manila a Disgrace to America.

Hon. O. F. Williams, former consul-general at Singapore, in an address before the Chember of Commerce last night on "Our Opportunities in the Orient and in America Contrasted," declared against reciprocity with Cuba and spoke enthusiastically in favor of Canada to

enthusiastically in favor of Canada to the United States.

"I am incined to believe," said Mr. Williams, "that the greatest mistake of one of our brightest Presidents was made when Mr. Roosevelt emeted the reciprocity treaty with Cuba. The result of the passage of that bill has been a defect of more than \$45,000,000 in the treasury because the deduction of duty on Cuban sugar. We have had a slightly increased trade, to be sure, but other countries have had much more. We should remember that we can by judicious maragement develop our sugar bearing areas so as to make us independent of all other nations. In 1897 alone 500,000 tons of sugar were exported from Cuba.

And there is another matter that should be given consideration. I refer to the government of the Philippines. When in the Orient I always fav autonomous government under the pro-tection of the United States until such time as the people were capable of self government. I still stand by that platform. Several years ago I wrote to Provident McKinley declaring that we would never see the settlement of the

Philippline question. He is dead and I proceed to be beside St. Leter before the process to be beside St. Leter be

land combined, with one fourth the population. I say without hesitancy that the Philippines can support a much larger population than the Japanese or Chinese empires. You can't starve the people out because the country is so rich in fruits and the necessaries of life. Let arrangements for the establishment of the factory here,
Two men from the Buffalo Chamber of

Commerce, John I. Laney and Henry Vom Berge, visited Rochester last week and spent several hours looking over the Chamber of Commerce building, in order ie say that the statement that the Philippines cannot be developed is false It is rich in manila hemp, sugar, cigaro gain ideas and suggestions for the and capra. There are thousands and thousands of acres of virgin forests in the Philippines, which are being protected by government foresters. And it is now proposed to keep forever the Philippines as the greatest of forest rebuilding which the Buffalo Chamber is erecting. Committees from Buf-falo have been visiting the different Chambers of Commerce throughout the tate in this connection. Mr. Ives was enthusiastic over his hunting trip and reported that the only

drawback to a perfect outing was the

weather, which had been exceedingly

cold and disagreeable during the entire ten days. The party consisted of Messrs, Clarke, Adkin, Cutty and Shoemaker of

this city, besides Secretary Ives, and Dr. Meyers of Toronto, Dr. Dillon of Pittsburg, Professor Odin of Toronto

and Eugene LaFlesch of Ottawa. The

headquarters of the party was about 100 miles northeast of Ottawa at the

Matabi Hunting and Gun Club on Lake

Pembani, a private club owned by a number of Canadians. The nearest set-

lement was Notre Dame Delaus which

was about eight miles from the camp. Mr. Ives was obliged to leave the par-

that when he left the hunters had four deer, which, however, under the Cana-

dian laws they are not allowed to bring

out until the first of November. Ac-cording to Mr. Ives the deer, partridge,

bears and wolves are very plentiful in

that section, the latter especially being so numerous as to seriously impair the

deer hunting and as a result there is

ment for every wolf killed. Mr. Ives said that some snow was encountered

and that the weather during the entire

time was exceedingly cold, on several occasions the water in the bottom of the

boats freezing during the day. A num-

ber of guides were taken by the party and also some dogs which were used

THE UNION AND ADVE

ON OUR TRADE

IN THE ORIENT

Gives Interesting Lecture Be-

fore Corporation of Cham-

ber of Commerce.

Says Reciprocity Treaty With

Cuba Was One of the Greatest

Mistakes of President.

Thinks Autonomous Government for

Philippines Only Solution of

Difficult Problem.

Chief interest at the monthly meeting

of the corporation of the Chamber of Commerce last night centered in an ad-dress by Hon. O. F. Williams on "Our

ica Contrasted.' Mr. Williams opened his address by saying that he was decid-

edly against reciprocity with Cuba, and that he thought the greatest mistakes of one of our brightest Presidents was when Roosevelt enacted the reciprocity with

that island. As a result of this bill, My

Williams said that a deficit of more than \$45,000,000 had been brought about be-

cause of the deduction of duty on Cu

lams sold that he had always favored an

tection of the United States until such

time as the people were capable of self-government, and hi accordance with this

had written to President McKinley be

fore his death, saying that we would never see the settlement of the Philip-pine cuestion. Continuing, Mr. Williams

"Let me say a word or two about conditions in the Philippines, which have a greater area than Great Britain and Iraliand combined, with one-fourth the population. I say without hesitancy that

the Philippines can support a much larg-

er population than the Japanese or Chi-nese empires. You can't starve the peo-ple out because the country is so rich in

fruits and the necessaries of life. Let me say that the statement that the Philippines cannot be developed is false.

It is rich in manila hemp, sugar, cigars and capra. There are thousands and thousands of acres of virgin forests in

e Philippines which are being pro-ted by government foresters. And it

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nities in the Orient and in Amer-

MR. WILLIAMS

747-7-

in the deer hunting.

a bounty paid by the Canadian govern

before camp was broken but said

"There are only three cities where the tariff on customs are greater than in Manlia. These are New York, Boston and Philadelphia, and possibly Chicago. The shipping facilities of Manila are a disgrace to America. Only ten per cent of the exports last year were taken in American bottles."

Touching on ship subsidies. Mr. Will-lams sald: "All other nations have brought the marine up to form by subsi-dies of some kind. We, the greatest naut in this line of commerce. I am lot here to talk about the legality of ubsidies. Still I do not hesitate to say ve will shirk a great responsibility we do not take som step to foster the commercial marine of the United States. Let us develop our merchant marine. Let

is help our merchants.
"Now a word about tariff. Shoe manufacturers all over the country are prepar-ing to have the duty taken off of leather to help their business. They seem to forget that the men who sell those hides are Americans and should have as much pro tection as the manufacturers. I remember how despised was the McKinley bill in the Orient when its effect first began to be felt. When I lived in the Orient I bought ny bread-stuffs in Rochester, paid the duty on them and then saved money over what I would have had to pay there for

he same goods.
"Japan and China are our friends, Corea is our friend. And this means that mil-lions of people in the Orient are our friends. The mighty magnet of our greatness is so strong that it is going to eventually draw everything north into America. The wise men know this. All that is needed to make Canada appreciate the needs of annexation to the United States is a few first class funerals. The quicker the good Lord lets them come in the quicker he will put in a yeast that will do the American people

"Then there is Mexico, Most of the biggest industries in that country are owned by wealthy Americans. And when Presi-dent Diaz dies there will be a great uprising. It will develop step by step until the ricans, fearful of their own interests will gobble part of it and add it to the United States. And soon afterward the remainder of the people of Mexico will come into the fold. I say, teach your childrer Spanish instead of German and French and you will give them their greatest heritage. Preceding the address of Mr. Williams the Chamber held a brief meeting. A repntative of the Knex 'Em All Co ness of the company, which he desires to remove from Syracuse to this city.

NEW FACTORY MAY BE MOVED TO ROCHESTER

Union advertiser

Secretary Ives Receives Letter From Frank A. Cleland Card Company.

If Suitable Accommodations Can Be Secured, New Industry Will Be Brought Here.

Mr. Ives Tells of Successful Hunting Trip in Canada-Party Secures Four Deer.

Secretary John M. Ives of the Chamber of Commerce was at his desk this morning for the first time in ten days, aving been in the wilds of Canada on a hunting and fishing trip. During his ab-sence a letter was received from the Frank A. Cleveland Playing Card Co., of New York city, asking for particulars concerning the chances for establishing a new factory in this city. The company manufactures playing cards and card games, and according to the letter, desires to lease a factory in this city for a term of five years, with the option of buying at the end of that time. According to the letter, the company desires a factory about 100x50 feet, equipped with engines, botlers and shipping facilities.
The new concern would bring with it

and Philadelphia, and possibly Chicago. The shipping facilities of Manila are a disgrace to America. Only 10 per cent of the exports last year were taken in

merican bottoms."
Touching on ship subsidies, Mr. Willlams said: "All other nations have brought the marine up to form by subsi-dles of some kind. We, the greatest na-tion on earth, rest supinely in our own chosen mudhole and let others beat us out in this line of commerce. I am not here to talk about the legality of subsidies, Still I do not hesitate to say we will shirk a great responsibility if we do not take some step to foster the commercial marine of the United States Let us develop our merchant marine. Let

help our merchants.
"Now a word about tariff. Shoe manufacturers all over the country are preparing to have the duty taken off of leather to help their business. They seem to for-get that the men who sell those hides are Americans and should have as much proection as the manufacturers. I remem-er how despised was the McKinley bill in the Orient when its effect first began to be felt. When I lived in the Orient I bought my bread-stuffs in Rochester pald the duty on them and then save money over what I would have had to

pay there for the same goods. "Japan and China are our friends, Co-ca is our friend. And this means that nillions of people in the Orient are our friends. The mighty magnet of our greatness is so strong that it is going to eventually draw everything north into America. The wise men know this, All that is needed to make Canada appreclate the needs of annexation to the United States is a few first-class funerals. The quicker the good Lord lets them come in the quicker He will put in yeast that will do the American peo

Then there is Mexico. Most of the biggest industries in that country are owned by wealthy Americans. And when President Diaz dies there will be a great uprising. It will develop step by step until the Americans, fearful of their own interests, will gobble part of it and add it to the United States. And soon afterward the remainder of the people of Mexico will come into the fold. I say, each your children Spanish instead of German and French and you will give hem their greatest benefit.'

Preceding the address of Mr. Williams esires to remove from Syracuse to this

SETH LOW COMING Daily Terron nor, 10 Definitely Accepts Invitation to Speak At Chamber of Commerce Banquet in December.

Definite announcement that Seth Low president of Columbia University, will be one of the speakers at the Chamber of Commerce banquet in Colonial Hall Thursday evening, December 14th, was made this morning by Secretary Ives An invitation was extended to President Low some time ago to come to Rochester for this occasion, but not until to-day was it certain that he would accept. Secretary Ives received word this morning from President Clinton B. Rogers of the Chamber of Comme went to New York city to see Mr. Lov in regard to the matter, stating that the latter had said definitely that he would who have already accepted invitations are Gov. (unmine of lown and President Martin W. Littleton, president of the borough of Brooklyn. Arrangements are well under way for the banquet and it promises to be one of the most successful the chamber has ever held.

Dimocrat and Etronicle, nov. 11-COMMITTEE IS 1905 MUCH ENLARGED

TO PROVIDE MONUMENT FOR DR. E. M. MOORE.

REPRESENTATIVE OF CITY

About 170 Persons Added Yesterday to Former Committee of Six-New Organization to be Perfected at Meeting to be Held Scon

About 170 persons were added to the Dr. E. Moit Moore Monament Committee at the meeting of the committee held in the Chamber of Commerce yesterday afternoon. Under the new arrangement the committee will have about 175 members. The proposition to enlarge the committee was made at the meeting held in September, and the necessary resolution was adopted at that time. The members of to hand the fists to Secretary John M.

is also secretary of the committee. The lists were handed in saveral days ago and were compared in order to prevent dupli-cation. Then a single list was prepared

alphabetical order, The original committee was composed of T. B. Duna, representing the Chamber of Commerce; I. P. Ross, representing the University of Rochester, A. B. Lamber-University of Rochester, A. B. Lamberton, representing the Park Board; Charles P. Ford, representing the Rachester Historical Society, Dr. Thomas O'Hare, representing the Manroe County Medical Society, and John H. Gregory, representing the Infanta' Summer Hospital. The continuities was not self-appointed, but each member was elected as such by the organization which he represented.

In the discussion relative to an enlarged omnittee it was pointed out that, while its committee represented many of the

us committee represented many of the is committee represented many of the ganizations which Dr. Moore was instru-atal in forming, or in the work of which is took an active part, he was more than merely a member of any one of them, he was a Rechesterian in the fullest sense of the word, taking a lively interest in everything that pertained to the growth and advancement of the sity. It was and advancement of the city. It was added that in view of that fact the purpose of the convolutes would be better served if the -namittee were enlarged and made more representative of the cu

The meeting of the committee yester-day was devoted to the consideration of the names presented. The list was adopted as read. Chairman Dunn presided. After the committee had been augmented by the adoption of the names presented, the meet-ter advanced by the adoption of the names presented. ing adjourned subject to the call of the chairman. It is expected that the next meeting will be held within two weeks. Ar that time the new committeemen will be in attendance and an entirely new organization will be made.
Additions to the committee were made yesterday as follows:

D. Elwanger, C. M. Elevest, s W. Finneaue, Edwin A. Fisher, Al-Fenci Nathandel Fools, James Fee, Garacti, Ceorge A. Gilman, Louis mer, Charles E. Garded, H. B.

ven, Jan C. Hawden, Dr. Wallace J. Herriman t. Hame, Frank Hene, Jr., Dr. Eugene L. rard, Edward Harris, Frank Hamin, J. Hagen, Govine A. Hollister, Dr. B. 1 eg, W. A. Hubburd, Jr., R. A. Haialton Kondolf, R. C. Kares, Harold C. J. H. Kent. Lindsberg, Professor S. A. La David Little, Charles Little, A Clarence V. Leilge, Henry Lemi Lomb,
Roy, B. J. McQuabl, William Miller,
W. Mulligan, Daniel B. Murphy, E.
rer, Jr., P. R. McPhull, W. Henry,
R. H. M. Myers, Joseph Michaels,

Neville. E. O'Grady, George J. Oaks, W. Peck.
Dr. Charles E. Rider, Dr. John O. Roe, Dr.
Lewis Rose, Clinton Hogers, Rush Rheus,
George F. Roth.
H. W. Sloan, Henry Strong, Louis N.
Stein, M. R. Shantz, Hiram W. Sibler, Rufus
A. Sibley, Simon Stem, V. Moreau Smith,
Dr. Charles Samuer, W. H. Samson, Eugene
Satteriae. A. J. Townson, Roy. W. R. Taylor, Frank Taylor. Taylor.
 Change D. Van Zandt, Peter A. Vay, Euger, Van Voorbis, Albrecht Vogt,
Samuel B. Williams, James S. Watson,
Ernest R. Williams, Larsing G. Wetmore,
George Wilder, Charles M. Williams, Valentine F. Whilmore, John C. Woodbury,
Philip Yawnan.
Dr. F. W. Zhomerman.

THE EVENING

UNCLE SAM IN ORIENT

Hen. O. F. Williams Favors an Autonomous Government in the Philippines.

Hon. O. F. Williams, former counsul meral at Singapore, made an address be-ore the Chamber of Commerce has hight and declared against reciprocity with Cuba. His subject was "Our Opportuni-ties in the Orient and in America Con-reasted." tles in the Orient and in America Contrasted."

Mr. Williams spoke at great length on
the government of the Philippines. He is
heartily in favor of an autonomous govcrament in that possession.

Speaking of a communication he sent to
President McKinley on the subject, he
said: "I wrote to President McKinley decharing that we would never see the settoment of the Philippine question. He is
dead and I expect to be headed St. Peter
when the question is finally settled."

Mr. Williams gave some interesting figures on the value of the Philippines, dedaring that the people could subsist on
their immense fruit groves and that the
forest reserves of the Philippines would
be among the greatest forest reserves in
the world. He also spoke at length on
the ship subsidies. "We the greatest hation on the earth, rest supinely in our
own chosen mudhole and let others beat
us out in tweet in the Orient I beauth my
"When I lived in the Orient I beauth my
"When I lived in the Orient I beauth my own chosen mudhole and let others be used in commerce."

"When I lived in the Orient I bought my broadstuffs in Rochester and paid duty on them and then saved money ever what I would have had to pay over there for the same goods."

Ex-Consul Williams' address was one of the best heard before the Chamber for some time and his facts and figures furnished food for thought. TO FURTHER WORK Zerald-nor. 11

Dr. Moore Monument Committee Expands.

FOR MORE RAPID PROGRESS

Over Two Hundred Names of Prominent Rochester Men Were Added to List of Committee Whose Object Is To Erect a Fitting Monument to Memory of Dr. Moore.

The Dr. Moore monument committee nlarged the scope of its work yesterday afternoon by adding to its number the names of several hundred men, promient in the business and literary life of

For a year past the committee has worked steadily and since its union with the Chamber of Commerce the work has made much progress. The few members, however, found it impossible to proper-carry forward the great work and at a ecent meeting decided to present the names of men whom they thought desir-

able on the committee.

The reorganization of the committee will take place at a meeting to be held during the next fortnight when the presthe most part the present officers will be

son, George A. Gilman, Louis Greisheim-er, Charles F. Garfield, H. B. Graves, John C. Hayden, Dr. Wallace J. Herri-man, A. B. Hone, Frank Hone, fr., Dr. Eugene H. Howard, Edward Harris,

Eugene H. Howard, Edward Harris, Frank Hamilin, A. T. Hagen, George A. Hollister, Dr. B. L. Hovey, W. A. Hubbard, Jr., R. A. Hamilton, James Johnston, Mathias Kondolf, R. C. Yates, Harold C. Kimball, J. H. Kent, Rev. Max Landsberg, Professor S. A. Lattimore, Dr. David Little, Charles Little, A. M. Lindsay, Clarence V. Lodge, Henry Lomb, Carl F. Lomb, Rt. Rev. B. J. McQuald, William Miller, Dr. E. W. Mulligan, R. M. Myers, Daniel B. Murphy, E. G. Miner, jr. P. R. McPhail, Henry Mathews, Joseph Michaels, John E. Morey, Thomas J. Neville, James M. E. O'Grady, George J. Oaks, Joseph O'Connor, Charles F. Fond, W. W. Powers,

nor, Charles F. Pond, W. W. Powers, Pierre Puzcell, J. C. Powers, Erickson Perkins, Edward W. Peck Dr. Charles E. Rider, Dr. John O. Roe, Dr. Lewis

E. Rider, Dr. John O. Roe, Dr. Lewis Rose, Clinton Rogers, Rush Rhees, George E. Roth, H. W. Sloan, Henry Sloan, Henry Strong, Louis N. Stein, M. B. Shantz, Hiram W. Sibley, Rufus A. Sibley Simon Stern, V. Moreau Smith Dr. Charles Sumner, W. H. Samson, Eugene Satterlee, A. J. Townson, Rev. W. R. Taylor, Frank Taylor, Clarence D. Van Zandt, Peter Vay, Eugene Van Voorhis.

ndt, Peter Vay, Eugene Van Voorhis

Albrecht Vogt, Samuel B. Williams, James S. Watson, Ernest B. Willard, Lansing G. Wetmore George Wilder, Charles M. Williams, Valentine F. Whit-

more, John C. Woodbury, Philip Yaw-man, Dr. F. W. Zimmerman.

The Times, non, 14, or.

ROCHESTER

Secretary Ives Has Plan For Ad-

vertising City by Means of

Buttons.

TRAVELING MEN CO-OPERATE

"Boom Rochester" is the slogan that

ber of Commerce, would have every

public-spirited clines of Rochester adopt and use. He has successfully promoted a number of plans for im-pressing this idea on the people and

also for carrying the idea into execu-tion. Many of these plans have already been given to the public. His latest suggestion is that every-

tee a. body, especially the business man,

BOOMING

The travelers have expressed their The travelers have expressed their desire and their willingness to take an active interest in this work and are anxious to begin at once. Secretary lves is now waiting for the manufacturers to respond to his appeal to them to co-operate in this undertaking and already he has received from a number of them assurescence. re-elected,

As the committee stands at present, it is composed of T. B. Dunn, L. P. Ross, Charles P. Ford, Dr. F. O'Hara, John H. Gregory, A. B. Lamberton and J. M. Ives. The new members are Abram Adler, Simon Adler, Hobart F. Atkinson, H. F. Atwood Joseph T. Alling L. M. Adler, Simon Adler, Hobart F. Atkinson, H. F. Atwood, Joseph T. Alling, L. M. Antisdale, Joseph Anstice, Levi Adler, George Archer, C. E. Angle, John F. Al-den, William F. Baikham, William C. Barry, William Bausch, Henry C. Brewber of them assurances of hearty supcity to adopt such a course of procester, Dr. William H. Brown, Edward Bausch, Dr. J. A. Blegler, E. Frank Browster, Harold P. Brewster, George C. Huell, Hon, George A. Benton, J. J. Bausch, Charles P. Barry, C. H. Bab-NOVEMBER 14, 1905. cock, H. L. Brewster, J. E. Booth, Hen-ry Barnard, R. A. Badger, Dr. James W. Casey, Dr. Robert S. Cook, Dr. William L. Conklin, Joseph A. Crane, James G. Cutler, Joseph T. Cunningham, B. E. Chase, C. F. Carroll, Edgar Curtlee, P. V. Crittenden, Thomas J. Devine, Dr. A NOVEL SCHEME Charles A. Dewey, Walter B. Duffy, Ru-Commercial Travelers To Adfus K. Dryer, John David, John M. Dary, Michael Doyle, George Eastman, Dr. William S. Ely, H. K. Elston, H. H. vertise Home City. Edgerton, George Elwanger, W. D. El wanger, C. M. Everest, Thomas W. Finu-cane, Edwin A. Fisher, Albert O. Fenn, Nathaniel Foote, James Fee, D. M. Gar-

> Secretary Ives of Chamber of Commerce Making Plans by Which Rochester "Drummers" Will Learn Details of Big Manufacturing Plants To Tell of in Their Travels.

MANUFACTURERS' AID ASKED

should wear a neat button, keys in mitable inscription. He suggest on the button should be "Rechest, S. A." and a miniature photograph

be furnished by the Chamber of Co

ires immediate response to this notice.

SUGGESTION TO DRUMMERS.

Probably few people realize the num-

ber of traveling salesinen who go out from Rochester, but the number is very large. It is the suggestion of Mr. Ives that each one of these man should be provided with a button, and natural

maulties from a stranger would be suf-ficient to start a conversation which would lead up to an exposition of the advantages and industries of Roches-

ter. By this means the city would be advertised from one end of the land to

Another plan has been suggested for

the first time by the Commercial Travelers' Association of Rochester. It is that a committee from the Chamber of

Commerce accompany a delegation from the association each Saturday through the different manufacturing

nd wholesale establishments of the

ity, gaining at least a superficial newledge of what is being done along he various lines of trades. In this way

ey would be placed in a position

MANUFACTURERS TO ASSIST.

cuss Rechester intelligently and

Secretary Ives of the Chamber of Commerce yesterday made announce-ment of a novel plan for the advertising of Rochester Interests throughout the whole country. If the plan meets with the ready response from Rochester manufacturers which Secretary Ives says that he reels sure that it will, it will be or immense benefit to the city indus-

It is a well known fact that Rochester has an usually large and competent corps of commercial travelers, who trav-ci over the whole continent. Most of these men are able to talk with a fair amount of intelligence of the various large manufacturing concerns in their home city and in some specific instances may be able to go into the details of their operation, but by the plans which are now being discussed between Secretary Ives and representatives of the Commercial Travelers' Association the retary Ives and representatives of the Commercial Travelers' Association, the members of the latter will volunteer themselves as traveling advertisers of Rochester and will prepare themselves to converse at any length upon at least a few of the largest manufacturing concerns in the city.

The travelers have expressed their willingness to enter the school of instruc-

ingness to enter the school of instruc-tion where they may obtain the facts which they expect to later give out in hotel corridors or smoking cars concerning their own city. Most of the men say they are usually at home in Roch-ester on Saturdays, provided they are not taking trips which carry them too

crotary Ives also has e lieted a prom-Rochester to the personal inspection of some of the large factories here, having the details of the work carefully pointed out to them. He now appeals to the more prominent manufacturers to sig-nify their willingness to co-operate in the work and to express themselves as willing to entertain the commercial trav-ciers at their factories and furnish them

with the information desired.

He asks that all such manufacturers who are willing to do this write him as who are massible. It is planned to take

which they are inspecting may be told to as many as possible at once. It is not, of course, intended that the travelers shall really not as advertising agents for any concern oth own, but by their inspection would only be enabled to toll a little more intelli-gently and with closer detail of thing; concerning which they might be aske

during their travels ...

Make Them. Acquainted With Manufactures of City, That They May Talk Knowingly of Them.

BREWERS

IN SPECIAL

Daily hurs hovers

Members of State Associa-

tion Consider Needed

Reforms.

Would Have Beer Classed as Pure

Food Product, With Laws

Regulating Standard.

Convention to Reaffirm Resolutions

Passed by National Body at

Atlantic City.

Members of the New York State Brew

ers' Association to the number of 100 convened at the Chamber of Commerce

this afternoon in special session to con

abuses. In a short time the memb transacted much important business and adjourned. There were present from New York thirty-seven brewers, and the

sider abuses alleged to exist in the trade and to take measures to correct the

rest of those present represented cities

and towns throughout the state.

Among the items of business which came before the association was the re-

affirmation of the resolutions adopted a

Attanue City. These resolution were not opposed by the members in any re-spect. They favor the continuance of the policy of not permitting the brew-ing business to be drawn into politics:

against the products of the business; declare that the products should be classed as pure food; ask that the busi-

ness be given consideration commen surate with its economic importance that this country should not depart from

its early policy of encouraging the brewing of beer and ales: that all forms of interaperance should be discouraged; that all places of unlawful and disorderly character should be de-

best efforts to secure beneficial legis-

Another resolution which was brought before the brewers was that favoring the passage of laws designed to estab-lish uniform standards of purity for all articles of food and drink. This is fa-

vored heartlly by the brewers.

Other resolutions regarding the excise laws and their enforcement were also

brought up for consideration and re-forms agitated. A committee is to be appointed to carry on this work. "We think the tax on beer is higher

now than directly after the close of the Spanish War," said one brewer at the opening of the session. Efforts to secure the reduction of this tax will be made.

To-day's session was called upon the re-quest of the requisite number of mem-bers, for the consideration of the spe-

President, William Foster, New York;

Buffalo: second vice-president, Jacob Ruppert, New York; third vice-presi-dent, dent, John Bradley, Rochester; treasurer, R. J. Schaefer, New York;

acting secretary, C. J. Warner, New York.

vice-president, John L. Schwartz

es awaiting the associatio

Another resolution which was brough

and that the brewers use theh

the forty-fifth convention of the United States Brewers' Association last June at Atlantic City. These resolution "were

SESSION

A plan by which it is believed Rockester's manufactures may be widely adver-tised is being considered by the Chandle of Comerce and the Rochester Commercia Travelers' Mutual Benefit Association and city. Committees of the two organ zatio will hold a meeting on Saturday. Before that time they hope the manufacturers will indicate how they regard the pro, osi-

In brief, the plan is that the commercia travelers of the city be made familia, with Rochester's industries by going on inspections throughout the factories so that they may be able to tell from observation wherever they go how considerable they are, what equipment and natural advantages they have, what developmen s may be expected in them and why buyers will find it to their profit to get the goods

The Commercial Travelers' Mutual Bon efit Association has a large membership, and the value of the membership as an advertising medium is, of course, by ne means small. They go practically through the whole country and wherever they go they must give some account of Rochester. It is the desire of the Chamber of Com-

It is the desire of the Chamber of Com-merce and the association that their re-port may be a good one.

A large number of the men representing Rochester houses are in the city every Saturday. The suggestion is that they with representatives of the Chamber of Commerce visit each Saturday afternoon one or more of Rochester's factories and be shown through them by a representative of the firm. They would probably be accompanied by officers of the association and officers and members of the Manufac-tures and Promotion of Trade Committee

of the Chamber of Commerce. "Rochester has many industries that is may well be proud of and it would be an excellent idea if the commercial men of the city had an exact personal knowledge of them," said John M. Ives, of the Chamber of Commerce, yesterday afternoon, "There are the shoe factories, clothing establishments, telephone manufacturing plant, camera works, etc., that the men might visit and then they could talk of

them intelligently with business men and persons they meet in hotels and on the trains wherever they go.

"Most of the men are out of the city the greater part of the year, and what know of its development they get largely through the newspapers. While they can get much information in that way, it is not equivalent to having been ugh the factories and having seen what is being done. If they had inspected the plants they would have a sort of perplants they would have a sort of per-l interest in it for the next decade, and then when they read about extension of them or expansion in their business they would know what it means for the siness and for the city.

"It seems to us a good plan, and we want to know what the business men think of it. If it appeals to any I wish they uld write a note to the chamber saying so and telling us when we may inspect their plants. We are ready to begin this work as soon as the manufacturers show a disposition to co-operate in it."

CHAMBER OF COMMERCE DINNER

Information was received this morning by Secretary John M. Ives, of the Cham-ber of Commerce, from President Clinton Rogers, that Seth Low has decided to accept the invitation of the chamber to be a speaker at its annual banquet in Co-lonial hall, December 14th. Mr. Rogers is in New York on business connected with the chamber and he had a personal beview with Mr. Low.

With Mr. Low and Governor Cu of lowa, on the toast list, Mr. Ives ex-pects the annual banquet of the chamber obe very successful. Applications have already been received for tickets, althought they will not be issued for several weeks. Mr. Ives has several attractive features for the dinner up his sleeve souvenir. - Poor. 4 hor. 10:05-

ENTIRE INDUSTRY

COMMITTEE THAT WAITED UPON THE PRESIDENT.

DISCUSSED DUTY REMOVAL

Representative Perkins, Who Presented Committee to President Roosevelt, Tells How Duty Affects Workingman-Congress Remedy

Representative James Breck Perkins, E. P. seed and Charles P. Ford, who were among those who called upon President Roosevelt on Wednesday last, have returned to Rochester. Mr. Ford and Mr. Reed, Governor Dougias of Massachusetts, and several other persons sted in the boot and shoe industry an leather business, constituted a committee that waited upon President Roosevelt in the interest of the removal of the duty upon hides. Representative Perkins was invited to accompany the committee and present the members to the President. It is expected that as a result of the conference, a cam-paign of education upon the subject of the removal of the duty upon bides will be inaugurated and that one or more bills alme at the existing duty will be introduced dur-ing the session of Congress that will open

early in December.

In discussing the Washington conference Representative Perkins last night said:

"I was in Washington Wednesday with the representatives of the boot and shoe manufacturers of the country, and also or the United States Leather Company, which represents probably 90 per cent. of the tan-ning industry. They were polite enough to ask me to attend at Washington and present them to the President, probably because I have introduced some bills looking to the eal of duty on hides, and taken some in terest in these matters. It was quite an interesting meeting.

Great Interests Represented.

turers is \$300,000,000. The United States Leather Company represents a business of \$200,000,000. As I said to the President in introducing the party, these were great interests even in a great country. There were about twenty-five of the boot and shoe manufacturers piesent and they repre-sented two-thirds of the business of the country; in other words the business of the concerns with which they were connected manufacture \$200,000,000 worth of boots and

"it was stated in advance that this was to be a delegation of Massachusetts manufacturers headed by Governor Douglass. This was a mistake. Manufacturers from Maine to the Mississippi were all represented. The entire boot and shoe industry of the country was there in person or by proxy. Governor Douglass was the chairman and made some remarks to the President, but manufacturers from St. Louis, Chicago and other places also snoke.

us and they were represented by Mr. Reed and Mr. Ford.

History of Duty on Hides.

way in which the duty on hides got into the tariff. For twenty-five years, from 1872 to 1897, there was no duty on hides. Mr. Mc-Kinley thought it was an injurious and improper tax and no duty was imposed in the McKinley bill. Mr. Dingley was of the same opinion, but at the last moment two or three senators from some small western states said they would hold up the Dingley tariff bill unless a duty was imposed on hides, because they thought that might be of broads.

cause they thought that might be of benefit to their constituents, and so it was put in.

"I think it was shown to the entire satisfaction of the President that the benefit of the duty on hides is obtained by the middlemen; in other words by the great packers like the duty on hides is obtained by the middlemen; in other words by the great packers like the form of the place selected for the affir, Last year the baneuters held for the affir, Last year the baneuters held for the affir, Last year the baneuters held. Armour and others. The cattle are all bought at so much a pound as they straid, and while the duty makes the bide worth probably twenty-five to fifty cents more, no addition to the price of the aulmal is made on this account by the packer. After the animal has been slaughtered the hide is sold as a by-

This is illustrated by the fact that while cattle are now sold on the hoof at less per pound than they were a few years ago, bides are sold by the packers at about 40 per cent.

How the Tax Works.

"It was shown very clearly too how this tax works. There is no tax on the finer pound sells here at 21 cents a pound. In a man's shoe, especially the heavier and qualities, retalling say at \$2 per pair, about two pounds of leather are used.
It makes a difference of from four to five nts in the cost of the shoe. All agreed that five cents a pair was fully up to the average of the manufacturers' profit. cheaper grades of shora this tax would eat pecially in the soles, and the man who buys a \$2 shoe does not get as good a shoe as he trade custom that the price of shoes neve advances five or six cents a pair, but that they grow from a \$2 grade to a \$2.50 grade and so on, and the result of this tax is that the man who buys a cheap shoc gets a poorer shoe than he did and will continue to get a poorer shoe until he is forced to pay a con-siderably higher price, and the man who

pleased at the reception the President gave them. He said, of course, this was a matter in the control of Congress, and remedial tion could only be obtained from that bedy. But he has great skill in pleasing a delegation, and he captured the boot and shoe men and the leather interest. Some day they will get the tax off of hides and this will be even more pleasant than an agreeable interview with the President."

WILLING TO AID IN BOOMING CITY

COMMERCIAL TRAVELERS PELLOCIAL NOT HOTOR TO CONFER WITH CHAMBER

Knights of the Grip will Meet Representatives of Chamber of Commerce This Week-Local Branch of Order Now Largest in Country

Unanimously in favor of the Caumber of Commerce proposition to acquaint local traveling mea with Rochester manufactures, that they may carry the news of Rochester's industries abroad, was the sentiment of the Executive Committee of the Rochester Commercial Travelers' Mutual Benefit Association at its meeting last night at No. 18 Front street. As a result of the action of President William P. Foster, the Executive Committee was appointed to confer with the Chumber of Commerce representatives next Saturday to ob-tain a mutual understanding of the details of the plan, Saturday being chosen as the only day the travelers have in the city.

Informal speeches made at the meeting showed that the trend of sentiment was wholly in favor of the innovation and it is likely that a wholesale inspection of 1 al industries will soon be made, that the men on the road may have all manner of facts up their sleeve ready to spring on the chance acquaintance either in the burning sands of the great desert or along the slippery asphalt

The chairman of the Executive Committee to meet representatives of the chamber is N. W. Naughton. Other members are: President Poster, Vice-President M. H. Lins cott, Secretary A. J. Atwell, Treasurer J. W.
Taylor, Norman Levison, C. M. Cumming,

also spoke.

"The manufacturers of Rochester produce about 5 per cent. of the total output of the country, so it is an important industry for hand wherever and whenever possible." These sentiments were echoed by several of the officers of the organization. The value of the local association of kalghts of the "An interesting statement was made of the ay in which the duty on hides got into the ay in which the duty on series from 1872 to men were elected to membership in the orde iast night, the largest number ever admit-ted at a single meeting.

Thre are now 652 members of the Roches-

American Industries The city of Rochester, as it is seen by and interesting town. The Rochester Chan different minortant landness actualies, as description of the town as a dence. The book contains a list is bers of the Chamber of Commerce and on its most valued features is a large volume illustration of the falls of the Genesce tiver.

Rochester Chamber of Commerce

DEAR SIR

Abram Adler

Simon Adler

Levi Adler

It is proposed to erect in Rochester some permanent testimonial to the memory of the late Dr. Edward Mott Moore.

To that end in December, last, the Chamber of Commerce appointed its President, Thomas B. Dunn its representative and suggested that representatives from the Associations which Dr. Moore had founded in Rochester or had been prominently identified with, be appointed and meet in committee to devise a plan whereby the object sought could best be attained.

As a result, Mr. Lewis P. Ross, representing the Rochester University; Alexander B. Lamberton, the Park Board; Thomas A. O'Hare, M. D., the Monroe County Medical Society: Charles P. Ford, the Rochester Historical Society: John H. Gregory, the Infants Summer Hospital, and Thomas B. Dunn, the Chamber of Commerce, mer and elected Mr. Dunn as President and J. M. Ives as Secretary.

As a further meeting it was decided that at a following meeting the committees be enlarged and from this larger committee a new

The names of the committee as chosen, follows:

Times Iff 1

raild for any city not to take advantage of them.

As the people of New York state must accept the barge canal with all

of its heralded drawbacks, it is wise to make the best of it and get all

that is possible out of the project. If one-half the good things that are

claimed for it by its advocates are possible, it is the part of a spoiled

Now in the time for Rochester to begin a campaign for all the benefits

that are even suspected in the barge canal. A large number

of contracts, involving millions of dollars, will be let by the state within

the next few months for work on the barge canal. If concerted action

were taken by the cities of Western New York to have the next contracts

led for the canal from Buffalo to Rochester, or even to Syracuse, so that

that stretch of canal could be completed first, the benefits of commerce

and manufacture that are hoped to accompany the barge canal, would

have the tremendous advantage of an early start in this territory, Years

might be gain d for the city in the completion of this end of the water-

If the building of many great barges is to be an industry that will

grow upon the shores of the big waterway, early completion of the canal

from Buffalo to Rochester will help this city to an early participation in

if there are any other advantages to be had by the building of the

barge canal, the best effort of Rochester should be exerted to get them.

Efforts in other directions to "boom" Rochester are being made; efforts

to get manufactures, population, fame, why neglect so great an opportu

The matter of a canal harbor in Rochester must be settled in the near

future. There is where Rochester can obtain more benefit from the canal

Cutier wisely obtained the best expert opinion in the country on this

point. After careful investigation Engineer Cooley recommended the Gene-

see River as a harbor. The state surveyors who have surveyed the route

ground Rochester have, apparently, made no provision for a harbor, and

there is evidence that the state officials are waiting for Rochester to

Many prominent and influential men of Rochester opposed the barge

canal act. If these same men, who might be named, will take a broad-

minded, progressive and active position to further the project, in so far

as it may benefit Rochester and Western New York, there is no doubt

that they will receive the energetic co-operation of Buffalo and Syracuse.

nity, as it is considered by many, that has been forced on us?

William F. Balkam J. J. Bausch William C. Barry Charles P. Barry C. H. Babcock Hobart F. Arkinson William Bausch H. L. Brewster Henry C. Brewster loseph T. Alling Dr. William M. Brown J. E. Booth Edward Bausch Henry Barnard L. M. Amisdan R. A. Badger Dr J. A. Biegler Joseph Anstice E. Frank Brewster Harold P. Brewster. Dr. Robert S. Cook George C. Buell Dr. William L. Conklin Hon, George A. Benton

Joseph A. Crane Hon. James G. Cutler Joseph T. Conninghon C. F. Carroll Edgar N. Cartice P. V. Crittensten

Thomas J. Devine Dr. Charles A. Dewey Walter B. Duffy john David John M. Davy Michael Doyle

Dr. William S. El H. K. Elston H. H. Erlgerton George Ellwanger W. D. Ellwanger Thomas W. Finucane

Edwin A. Fisher Albert O. Fenn James Fee D. M. Garson George A. Gilman Louis Griesheimer

Charles F. Garbeld John C. Hayden Dr. Wallace J. Herriman A. B. Hone Frank House, Jr. Dr. Eugene H. Howard Edward Harris

Frank Hamlin A. T. Hagen George A. Hollister

W A. Hubbard, I R. A. Hamilton James Johnson Mathias Kondoli R. C. Kates Harold C. Kimball

Rev. Max Landsberg Professor S. A. Lattim Dr. Das of Little-Charles Little A. M. Lindsay Clarence V. Lodge Carl F. Lomb Right Rev. B. J. McQuaid A. J. Townson

William Miller Dr. E. W. Mulligan E. G. Miner, Jr P. R. McPhail W Henry Mathews R. M. Myers

John E. Morey Thomas J. Neville James M. L. O'Grady Joseph O'Connor

Charles F. Pond J. C. Powers

Erickson Perkins Edward W. Perk

Dr. Charles fo. Roler Dr. John D Ros Dr. Lewis Ross Clinton Rogers Rash Rhers George F. Roth

Henry Strong Louis N. Stein M. B. Shantz Rulus A. Sibley Simon Stern V. Moreau Smith Dr. Charles Sumner Eugene Satterles

II. W. Sloan

Rev. W. R. Taylor Frank Taylor Clarence D. Van Zandt Peter A. Vay Eugene Van Voorbis Albrecht Vogt

Joseph Michaels Samuel B. Williams James S. Watson Ernest R. Williard Lansing G. Wetmore George Wilder

Charles M. Williams Valentine F. Whitmor John C. Woodbury Phillip Yawman Dr. F. W. Zimmerman

I meeting of the new committee will be held in the Library of the Chamber, Wednesday Afternoon, November 22d, at 4 P. M. Please be present.

Rochester, N. Y., Nov. 20, 1905.

COMMITTEE ORGANIZED.

Moore Monument Committee Put on Working Basis-Officers Elected. Herald 11-23-05 The Moore Monument Committee

isisting of about 150 members, and so large as to be unwieldy, met yester-day afternoon in the Chamber of Com-merce to organize and put things on a working basis. Louis P. Ross president at the meeting as chairman and suggested as the necessary business the adoption of a more distinctive name than he Moore Monument Committee, Actng upon the suggestion and after some onsideration, "The Dr. Moore Civic Me-norial Association" was adopted as a life. Officers were then elected as folows: President, T. B. Dunn: vice pres

ident, W. S. Ely: treasurer, J. H. Geeg-ory; secretary, John M. Ives, It was decided that three committees e appointed by these officers, one to consider the form which the memorial shall take; a committee on finance to obtain subscriptions, etc., and a press committee which shall also take care of all printing and publishing in conn

tion with the work.

It was further decided that 25 men be selected from the 140 to act as a sort of executive committee to aid the offi-

ASSOCIATION FORMED OX FOR MOORE MEMORIAL Old Committee Reorganizes and Com-

mittees on Type of Memorial and Finances Will be Named.

ing of the committee that is planning to erect some permanent testime the late Dr. Edward Mott Moore was yesterday afternoon in the Chamber of Comrce rooms and a permanent organization was effected under the name of the De Moore Civic Memorial Association. The move most was started by the Chamber of Commerce last December, when its president rhomas B. Dunn, was named to represent the hamber of Commerce with other organizations with which Dr. Moore had been prom pinn whereby the object sought could be

The original committee was composed of the following: Thomas B. Dunn, representing the Chamber of Commerce; Lewis P oss, University of Rochester: Alexander Lamberton, Park Board; Dr. Thomas A. O'Hare, Monroe County Medical Society; Charles P. Ford, Rochester Historical Society; John H. Gregory, Infants Summer H.

This committee was subsequently enlarge by the addition of about 150 men. At the offeeted with the following officers: President, Thomas H. Dunn; vice-president, Dr. William S. Ely; treasurer, John H. ery; secretary, John M. Ives.

These officers will name three committees me on press and literature, one on form of nemorial and one on finances. A general executive Committee of twenty-five members will also be selected from the entire member fjourned subject to the call of the chair-

HEREN TON. 21 Burning "Buckwheat" Coal.

To The Editor of The Herald: Hotel in New York, I asked George T. Stockham, vice president and manager of the hotel, what coal he used for heating and lighting. He said "Buckwheat entirely." I told him that people in Rochester thought they could not get up steam with buckwheat coal. He said, "That is absurd. We run six elevators, heat and light 500 rooms besides the ground floor and basement and make all of our own ice and use nothing but buckwheat coal." He went on to say that he had lived in Kansas City and was chairman of the committee that put the smoke ordinance through there. They reduced the smoke nuisance very materially by introducing smoke consumers, but here in the East, where the price of buckwheat coal (\$3.00 a ton delivered) is but little more than soft coal, he strongly advises its use. Certainly his xperience goes to prove its value.

If, to use buckwheat coal, new grates have to be put in, that is comparatively a small expense. In the center of our city, in blocks and stores and in apartcent houses and churches the the city, are hundreds of low pressure bollers whose chimneys are emitting more or less dense smoke from soft coal. This might be entirely avoided by the use of buckwheat coal, and every small plant that introduces it will help to clarify the atmosphere wonderfully; and when the large manufacturing establish ments get stokers and other suming devices installed, as I believe they will during the winter and spring, utiful city will again be compara tively free from smoke.

CLINTON ROGERS. Rochester, November 23, 1905.

BUCK WHEAT COAL AND SMOKE EVIL

Clinton Rogers Tells of the Experience of a Prominent New

York Hotel Man. Post Ry- nov 24

"While stopping recently at the Bresin Hotel in New York," said Presiden Clinton Rogers of the Chamber of Comnerce, today, "I asked George T. Stockham, vice president and manager of the hotel, what coal he used for heating and lighting. He said 'Buckwheat entirely.' I told him that people in Rochester thought they could not get up steam with buckwheat coal. He said. 'That is absurd. We run six elevators, heat and light 500 rooms besides the ground floor and basement, and make all of our own ice, and use nothing but buckwheat coal."
"He went on to say that he had lived

Kansas City and was chairman of the committee that put the smoke or-dinance through there. They reduced the smoke nuisance very materially by introducing smoke consumers, but here in the East where the price of buck-wheat coal (\$3.00 a ton delivered) is but little more than soft coal, he strongly dvises its use. Certainly his experience goes to prove its value. If, to use buckwheat coal, new grates have to be put in, that is comparatively a small expense. In the center of our city in blocks and stores and in apartment houses and churches throughout city are hundreds of low pressure bo ers whose chimneys are emitting more or less dense smoke from soft coal. "This might be entirely avoided by

use of buckwheat cosl and every small plant that introduces it will help to clarify the atmosphere wonderfully and, when the large manufacturing estabishments get stokers and other smoke consuming devices installed, as I believe they will during the winter and spring, our beautiful city will again b ecomparatively free from smoke."

DOLLARS AND CENTS

One Reason For Adopting Anti-Smoke Methods in Firing Boilers.

SOFT COAL IS FREELY USED

Few Manufacturers Seem To Be Complying With Recently

Adopted Ordinance. -- 11/25/05

By looking over the atmosphere dence that manufacturers are making any great efforts to comply with the anti-smoke ordinance, which was passed last summer and takes effect carly next year. The air is still heavily

charged with soft coal smoke.

The method of ushing buckwheat coal in some large New York institutions, as described by President Clinton-Rogers of the Chamber of Commerce in the Chamber of Chamber of Commerce in the Chamber of Chamb vesterday's EVENING TIMES, affords a way out of the difficulty. Manufac-turers will have to burn buckwheat, buy a smoke consumer or go out of business, if the ordinance is to be rigidly enforced.

President Rogers said today that he believes manufacturers will find it to their pecuniary advantage to use buck-wheat coal or a stoker. He thinks that the saving with the use of buckwheat coal would be about as much as though

TO SAVE ANNOYANCE.

"I was advised," said Mr. Rogers, change, so as to do away with the smoke nuisance before the or-dinance goes into effect. It will save them annoyance later. I think there them annoyance later. I think there are many factories and office buildings that can use the buckwheat coal just as well as soft coal, perhaps only with he change to a different set of grate "There is need of a greater civic pride that shall move the manufactur-ers and other business men to take hold the smoke nuisance and eliminate "If a smoke consumer is adopted it can only be expected that 75 per cent of the smoke of soft coal will be preted from escaping into the air; hard coal or the buckwheat is used practically all will be saved from the

A SUCCESSFUL CONSUMER. There are smoke consumers in the city that work satisfactorily and others that do not. The same is true of auto matic stokers. Perhaps the most suc-cessful stoker is that used by the Praudier Company at Lincoln Park. This was installed by the company ved here from Detroit and perause it reduced the expense of run-ning the boilers. It permits the use of

There are many large conter of this city, also some churches, the are using soft coal and filling the air with its foul effects. Jimes

Buckwheat Coal.

President Rogers of the Chamber of erce calls the attention of Rochester manufacturers who are burning soft coal to the desirability of using hard coal of "buckwheat" size, the cost of which, \$3 a ton, is but little more than that of soft coal, and which gives off little or no smoke. It is to be hoped that the change in fuel which he suggests will be made, for it is in the highest degree desirable that the volume of smoke, now hanging over the city, to the damage of property and the impair-ment of the health of the people shall

There seems to be no good reason why Rochester manufacturers should walt for the anti-smoke ordinance to go into operation before taking steps to abate what is a great nuisance. It is true, as Mr. Rogers says, that "in the center of the city, in blocks and stores and in apartment houses and churches, are hundreds of low pressure boilers whose chimneys are emitting more or less dense smoke from soft coal," and that this might be avoided by using a small size of hard coal. When this change is made and the large manufacturing e tablishments get stokers and other smoke consuming devices installed, as Mr. Rogers believes they will during the winter and spring, "our beautiful city will again be comparatively free from amation devoutly t be wished! (Post Evifuse "/25

DINNER COMMITTE IS CHOSEN. Chamber of Commerce Scients Mem-

Final preparations for the anual band of the Chamber of Commerce have be ted to the following committee w man; Harola C. Kimbal, William C. Barry, jr., Julius L. Wile, Henry G. Strong, Phil-lp Will, C. W. Wels, John C. Rodenbeck, Albert R. Helmer, Henry F. Marks, Win-fred J. Smith, John M. Ives. This committee will select the caterer and appoint su committees to attend to the decoration of the duing null and tables, and receive the guests. Fram the present indications the dinner on December 18th will be largely at-

William H. Pago, Jr., a New York law-yer, secretary for Thomas F. Ryan, princi-pal stockholder in the Equitable Life Insurrance company, will be a speaker at the banquet. Mr. Page is quite well known in Rochester as he is general counsel for the United States Independent Telephone company. He was at one time attorney for W. C. Whitney, secretary, of war un-der President Cleveland.

DINNER COMMITTEE. For Chamber of Commerce Banquet Announced-Fourth Speaker William H. Page, Jr., of New York.

The following dinner committee has been announced for the annual banquet of the Chamber of Commerce which will be held at Colonial Had on the evening of December 14th: J. George Kaelber, chairman, Harold C. Kimball, William C. Berry, Jr. Julius I. Wlie. Heary G. Strong, Philip Will, C. W. Weis, John C. Rodenbeck, Al-bert R. Helmer, Henry F. Marks, Winfred J. Smith and John M. Ives. The decorating this year will once more be in charge Winfred J. Smith, but just what th ecided yet.
A telegram received by Secretary Ives

announced the acceptance of William H. Lyttleton of Brooklyn and William Page, dr., of New York. The topics of which these men will speak has not been announced yet. The last speaker, Mr. Page, has come into some local prominence latees Independent Telephone Co union & Avertiser

Dinner Committee Appointed. Dinner Committee Appointed.

The committee that is to have charge of preparations for the annual dinner of the Chamber of Commerce on Thursday, December 14th, is composed of the men whose names follow: J. George Kaelber, chairman: Harold C. Kimball, William C. Barry, Jr., Julius I. Wile, Henry G. Strong, Philip Will, C. W. Weis, John C. Rodenbeck, Albert R. Helmer, Henry F.

CHAMBER OF COMMERCE COMMITTEE NAMEDIGO

PLAN TO ADVERTISE CITY

Trustees to Give Prizes for Three Best Articles on Rochester-Wireless Telegraph Station May be Established- Alleged Discrimination

Yesterday afternoon's meeting of the trustees of the Chamber of Commerce, was the last before the annual meeting of the corporation, which is to be held the latter part of December. President Clinton Rogers was in the chair and announced the members of the Nominating Committee, who are to present the nominations for president, first, second and third vice-presidents and eighteen trustees to zerve for three years. The treasurer is named by the trustees and the secretary by the Executive Committee, which is composed of the officers and chairmen of each of the standing committees of the chamber.

Under the rules of the chamber.

Under the rules of the corporation, the Nominating Committee must be composed

Under the rules of the corporation, the Nominating Committee must be composed of members who are not officers or trustees. Their nominations will have to be posted ten days prior to the annual meeting, which is to be held some time later than December 14th, the date of the annual dinner of the chamber. The Nominatural dinner of the chamber. The Nominatural dinner of the chamber. nual dinner of the chamber, The Nominat-ing Committee named yesterday is as fol-lows: David Hoyt, Charles M. Everest, F. A. Brownell, William H. Briggs, Cas-sius C. Davy, C. T. Ham and R. A. Hamilton

It was decided by the trustees to offer rizes of \$50, \$25 and \$10 for the three est articles on Rochester, the benefits of iving in the Flower City, its beauties an living in the Flower City, its beauties and advantages. The particulars with reference to the article will be arranged by Secretary Ives. The length probably will be 2,000 or 2,500 words.

There was submitted to the trustees a design for a button to be worn by commercial travelers and others for advertising Rochester. The design consists of which we do the Gausse Falls with the rail-

ing Rochester. The dealer was a picture of the Genesce Falls with the rati-road bridge and Main street buildings in the background. The lettering is in red, "Rochester, U. S. A.," over the top and "The City" at the bottom. The idea was approved by the trustees, although no for-mal action for the purchase of the buttons

Scheme to Advertise Rochester. It was announced that the Rochester Commercial Travelers' Association was in-

erested in the button idea and was will ing to further it. Next Saturday the trav-elers intend to visit the Curtice Brothers' Preserving Company factory and the Yaw-man & Erbe plant. After the first of the year these excursions will be taken every Saturday to the different plants and points of interest in the city, the object being to give the travelers points on the advantages of Rochester that they may spread when on their business trips.

on their business trips.

A. J. Atwell, secretary of the Rochester Commercial Travelers' Association, wrote to the Chamber of Commerce from Towanda, Pa., saying that Rochester was being discriminated against by the telegraph companies. He said that to send a message from Towanda to Rochester cost to see the forter words and three cents for do cents for ten words and three cents for each additional word. He intimated that the rates were less from the same point to Buffalo or Syracuse. The trustees authorized Secretary Ives to investigate the matter.

A communication was received from the Forest Wireless Telegraph Company, through its representative, R. B. Respess. asking that the Chamber of Commerce investigate the concern with a view to indorsing a proposition to establish a wire-less station in Rochester. J. George Kael ber, Henry C. Brewster and James S. Graham were named as such a committee.

Spracuse Abandons Project.

A communication was received from D. McCarthy, president of the Chamber Commerce of Syracuse, in which he an nounced that the plan for a state organiza-tion of chambers of commerce and boards of trade, for the purpose of having a representative at Abany to watch legisla-tion in the interests of the cities of the state, had been abandoned for the pres-ent. The Rochester chamber, at the re-quest of the Syraeuse organization, had quest of the Syracuse organization, had named Secretary Ives to attend such a convention, with instructions to approve the plan if a majority of the organizations in the state favored it. Only a few long in the state favored it. Only a few boy. Oh, he was such a little wretch—so ended to the call, and it was de-

cities responded to the call, and it was a cided to abandon the project.

1). B. Murphy reported that the next convention of the State Commission of Charities and Corrections would be held in Rochester, November 13, 14 and 15, 1906. Permission was granted the com-mission to hold its sessions in the Cham-

The following new members were elected: Walter F. Webb, of the First National Nurseries: Edward — Bickford, shou
dealer, Chamber of Commerce building:
Prine Drug Company, No. 24 Main street
cast: Rochester German Publishing Company, publishers of the Abendpost.

Announcement was made of the regu-Announcement was made of the regular monthly meeting of the corporation in the assembly hall next Monday evening. At that time Charles William Burrows, president of the Burrows Brothers' Company, of Cleveland, will make an address on "The Postal Laws of the United States as Related to Business Interests." Mr. Burrows is a graduate of West Point and it is said that he has a remarkable knowledge of the subject he is to present. At the close of the lecture luncheon will be served.

coal dust, of which there are mounting at the Pennsylvania colliers. This flat is cheap, as there is little or no 7 krk for it.

There are many large concerns in the center of this city, also some churches, the are using soft coal and filling the concerns of the center of the cente WOMAN HAS INTRODUCED

MEW INDUSTRY.

Secretary of Chamber of Commerce Learns of Newcomer in the City Who is Described as Valued Assistant to the Busy Mothers

"Can you tell me where Miss Tietzle lives?" asked an elaborately dressed wom-an of Secretary John M. Ives, of the Chamber of Commerce, yesterday after-noon. She had been lifted to the eleventh floor of the building, but she was breath-ing rapidly. Her errand seemed to be "Miss Tietzle, Miss Tietzle," repeated

the secretary. "No, I don't think I can. What are her initials?—we'll hunt her up in the directory."
"O dear!" exclaimed the applicant for information. "Her name isn't in the direcinformation. "Her name isn't in the directory. She hasn't been in the city long,

you know. She lives either on South avenue or South street. Let me see-I think "Family moved here?" the secretary asked. "No, she's all alone; she's in-in busi-

ness here-a new calling, you know. And she is fine; such a help to over-burdened mothers! Why, my neighbor, Mrs. Wat-"Well, now," the secretary interrupted

breaking into what he feared might be a too prolonged culogium of Miss Tietzle, "if you'll tell me what her business is, perhaps I can help you out."
"Now, isn't that too funny! Her business hasn't a name yet. It's a work to which she feels called. Ob, it's a beau-

tiful life! And you can't imagine how much good she does. We mothers—I don't know what we should do without such geniuses!"

Not Customers, but Clients. "You're a customer of hers?" asked the

secretary, politely. "No, but I'm going to be—a client, rather; she calls those whom she serves clients, you know. People speak so sweetly of her! I know I shall just love her. And, then we busy mothers need someone just like her, kind and resourceful, to help us in our countless little problems. to help us in our countless little problems.

I am so disappointed!"
"Madam," said the secretary, "if you'll tell me something of the nature of Miss Tietzle's business, perhaps I can find her for you. That's one of the things we're here for."

"I can't tell you all that she does," the woman replied, "but I can tell you what I want her for. You see, my three babies —I still call them babies, though Franklin will be 12 years old next month—are at home part of three afternoons and two evenings every week, and—they're little darlings, but they don't know how to play together as John would like to have them The poor innocents!
"John was home last night—it was one

of the children's shut-in nights-and when the little dears had a-a misunderstanding, he said: 'Martha, if you can't teach those youngsters'—my husband is a little hasty —'to play peaceably, get somebody to do it for you.' And I thought of Miss Tietzle right away.

Very Busy Children.

"You see, Franklin has his football team and his basketball team and his club, and, besides his Sunday-school class, the boys in his grade have organized to read the Henty books this winter, and now the dear children of the neighborhood are raising a fund for those poor, oppressed Russians. And Bliss—he's two years younger—has almost as many interests; and so has Ednah, with her music and her cookhas Ednah, with her music and her cooking lessons and social club—entertaining her little friends and being entertained. Our children and those in their set—there were about thirty of them—had a ball hast Friday night, and they were just too cute! But the dear things have so little time together at home, you know—how can one expect them to know how to play with one another?"

"Too much to expect," said the secre-tary, emphatically. "And does Miss Tiet-le make a business of teaching the chilunlike my Franklin. Mrs Wattles finally had a conference with Miss Tletzle, and she said he would have to be spanked often—quite often. I think she was right, too. And so Miss Tietzle gave him treatments twice a week—he's going on his third week now, and I can see a great improvement.

Secretary Spars for Time.

The secretary hitched in his chair, and made an effort to speak. He only coughed and raised his hand to his moustache while his eyes sought the waste-paper basket. A man who was in the office closed his eyes and went back twenty years, to the days when he received "treatments" that were still fresh in his memory, ments' that were still fresh in his memory,

in the future."
"And Miss Tietzle, has she any other

More Than a Mere Spanker.

"She's the most resourceful woman of whom I know!" was the enthusiastic re-ply. "I know I shall employ her after ply. "I know I shall employ ber this for my children. Ednah is not strong, and the doctor says that if she only would breathe properly she would grow real well. One of her specialties is to teach children how to breathe. Then, Bliss is so careless at table. He ought to have someone with at table. He ought to have someone with time to teach him how to take his food. There was Man C. There was Mrs. Gouverneur's little boy-he was so slovenly at his meals—and now he's a perfect gentleman at table. "And, dear me! with my social duties

and, dear me; with my social diffuse and clubs and societies and charities, it is utterly impossible for me to give the dear children the attention they should have. I have an appointment with some of the ladies of the Woman's Public Welfare Club. We are going to form a sub-club, and we hope to be able to employ a motherly woman as a missionary,

teach poor mothers how to rear their families. And so you can see that a woman who takes any public part in the life of to-day must sacrifice some of her

"Can't help it," the secretary replied,

But here I have been talking when I should have been trying to find Miss Tiet-zle. Dear me! I am so wrapped up in children that when I begin to talk you really don't know where also letzle lives? Yes, I'm sorry, too. I thought I had her address. Mrs. Wattles gave it to me, but I have forgotten it. You see, I have her telephone number, but her 'phone is a Bell and mine's a Rochester."

"There are both 'phones at your service," the secretary offered. "Guess you can get her street number if you call her

A great light broke over the woman's mental equipment, and she swept into the telephone booth.

"Say," said the secretary to the man, "this being a 'public encyclopedia' is great education, but it's wearing."

TOASTMASTER NAMED Hon. James Breck Perkins Will Preside At Chamber of Commerce Banquet

-Pictures of Members.

Congressman James Breck Perkins has selected as toastmaster for the annual dinner of the Chamber of Commerce which will be held on the evening of De-cember 14th at Colonial Hall. At the regular meeting of the corporation nex Monday night Mr. Charles William Bur rows, president of the Burrows Brother Company of Cleveland and a prominen member of the Chamber of Commerce of that city, will address the members of The Postal Laws of the United States as Related to Business Interests." Mr. Burrows is well qualified to speak on this topic and it is hoped that there will be large attendance.

The trustees have decided to accept chamber with a large album containing the individual pictures of all the mem-bers. The album is to be leather bound and about 18 by 24 inches. There will be about six or eight pictures on a pagand each picture will be about 5 by inches. It is expected that it will t fully a year before the book is ready out it will be of considerable value who finished. Union & Advertises

The Rochester Chamber of Commerce has hit upon a plan to utilize the con-versational gifts of Rochester compercial travelers to advertise the i dustrial and other advantages of that the The traveling men are to be there oughly posted concerning all the ima supplied with facts which they extrips thoug the country. The idea is a good one. The Utlea Chamber of Congress should apply it here. Utlea Press.

TOASTS FOR THE DINNER.

Announce Their Topics About one third of the 300 tickets for ric Chamber of Commerce dinner in the dial hall. December 14th, have been seed. The sale will close next Tuesday night, Wed-nessay the programmes will be printed and they will not be revised. A meeting of the dinner committee has been called for to-morrow afternoor, by Chairman William ry, jr. The color scheme of decoradon will be red and green.

Governor Albert B. Cummins of Iowa writes to Secretary Ives that his topic will Protection and Revision-Are They at War with each Other. William H. Page, of New York writes that he will reRochester Chamber of Commerce

The regular monthly meeting of the Corporation will take place

Monday, Dec. 1, 1905, at 8 P. M.

On which occasion MR. CHARLES WILLIAM RURROWS. President of the Burrows Brothers Company of Cleveland, Ohio, and a prominent member of the Cleveland Chamber of Commerce, will address the Corporation on the important subject, and of interest to every business man in Rochester.

"The Postal Lalus of the United States as Related to Business Interests."

The Chamber is fortunate in securing so prominent and able a gentleman as Mr. Burrows to discuss this question, and the officers of the Rochester Chamber earnestly request every member to be present. The attendance is not what it should be. Help fill the hall next

Mr. George T. McIntosh, president of the McIntosh Hardware Corporation of Cleveland, says that Mr. Burrows' knowledge of the subject is remarkable, and that whoever attends will be well repaid.

At the close of the lecture function will be served by Teall. Come, and bring a triend.

JOHN M. IVES.

Rochester, N. Y., Dec. 1, 1905

DECEMBER 2, 1905.

INVITATIONS OUT.

Preparations About Complete for the Eighteenth Annual Dinner of Chamher of Commerce on Dec. 14.

Some three hundred invinctions for Some three hundred invinctions for the eighteenth annual dinner of the Chamber of Comms.ce are in this morning a mail. Secretary Ives received them from the printer last night and they were cushed off at once. The dinner is to be given in Colonial Hall on the evening of Thursday, December 11. A reception will be held at 6 o'closk and dinner will be served promptly at 6:39. The hall is to be elaborately decorated with a color scheme of red and green, and an orchestra of 25 pieces will provide music. orclestra of 25 pieces will provide music. Following the plan manusurated fast year, small tables will be used, seating parties of four, six, eight and twelve. As this arrangement requires more room than the long tables, the annater of guests is limited to three hundred. hough on some previous occasions more than four hundred guests have been

Diagrams will be printed containing the name of every man present and his table place. With this assistance each one will be expected to look out for himself and find his place. The steaking is scheduled to begin at \$1.56 o'dlook and to continue not later than 11 o'clook. Hon. James Breck Perkins, Member of Congress from this district.

8 toustmuster, The speakers are to be: Hon, A. B. Cummins, Governor of lows, and a probsible Presidential nomines in 1998; Hon.
Martin W. Littleton, president of the
Borough of Manhattan for the inst four
years; and William H. Page, ir., of New
York City, one of the leading figures at
the American has not a rectain. York City, one of the leading figures at the American bar and a speaker of na-

Owing to pressure of other business J. Owing to pressure of other business J. George Kaeber has had to resign his post as chairman of the dinner committee and yesterday William C. Rarry, jr., was named in his stead. The name of Joseph H. Hutchings was added to the dinner committee, which is now composed of Messrs. W. C. Barry, jr., chairman; Harold C. Kimball, Julius J. Wile, Henry G. Strong, Philip Will, C. W. Wels, John C. Rodenbeck, Abert R. Helmer, Henry F. Marks, Winifred J. Smith, J. M. Ives and Joseph H. Hutchings. 12/4/05.

THE UNION AND ADVE

CHAMBER OF COMMERCE

Martin W. Littleton to Speak on " Falling Down and Building Up"-Lecture To-Night.

Although the preliminary announce ments and invitations to the Chamber of Commerce banquet were only placed in the mail Saturday, Secretary Ives said this morning that he had already re-ceived quite a few acceptances and that everything pointed a successful dinner with a large attendance. As the seating capacity of the hall is considerably lessened by the use of small tables the number which can be accommodated at the dinner is smaller than in former the dinner is smaller than in forme years and last year there were some who neglected to answer their invitations until the last minute and then could not be given seats. In order that this may not happen again, Mr. Ives is very anxous that the invitations receive prompt

A letter received this morning by Sec-retary Ives from Martin W. Littleton retary Ives from Martin W. Littleton, who is to be one of the speakers, said that his topic would be "Falling Down and Building Up," Mr. Littleton added the following explanatory sentence, "which liberally interpreted means that I am going to discuss the political or material forces which had swept over Charles William Burrows of Cleveland arrived in the city this afternoon and to-night at 8 o'clock in the assembly hall of 'he chamber will' address the members and their friends on "The Postal Laws of the United States as Related to Bus a careful study of his subject and an interesting lecture is sure to be the result A large attendance is expected.

WORK UNCLE SAM WITH "AD" GRAFT

MR. BURROWS TELLS ABOUT SECOND-CLASS MAIL.

TONS CARRIED AT A LOSS

Cheaper Periodicals Profit at Ex. pense of Every Other User of Mails Under Low Rate Que-Cel Letter Postage as Santitute Dix C. Decis

Conducting an advertising graft at t expense of the government is the cliaid at the door of publishers of changazines and periodicals by Charles liam Burrows, of Cleveland, who lated to Business Interests," Mr. Burrows submitted facts in support of his atand that were new to his hearers. He is an advocate of 1-cent letter postage, but to get this, he says, the second-class rate of 1 cent a pound must be done away with, because of the prevailing abuses responsible for the immense postal deficit

every year, The second-class provision is no longer The second-class provision is no longer a benefit to the newspapers and the public for whom it was designed, he holds, being now made use of almost wholly by the advertising mediums of doubtful literary value, to obtain widest circulation for a surplus of advertising. While newspapers may save some money on the rare, they lose hundreds of dollars of advertising through publications of this character, which exist only by reason of their advertising patronage, they being sold at less vertising patronage, they being sold at less than the cost of the paper alone in their make-up under the generous government regulation. In addition, he cited, the newspapers depend upon the express for their short hauls and depend less on t

Loss of \$80 a Ton.

"Of \$708,000 worth of stamps sold at the Rochester postoffice last year," said the speaker, "\$306,000 was in 1-cent stamps. Of the total you donated \$150,000, and do you know to whom it was donated? To the publishers of second-class mail matter in this country. What was the argument originally adduced in favor of this present Inadequately low rate of postage on second-class matter? It was that it would fur-nish cheap reading matter to the masses. What has it given them? What valuable

reading are we having around the country at a loss of \$80 a ton for having?

"Advertising! Advertising! At least two-fifts of the periodical literature of this kind, it is safe to say, is advertising pure and simple, and more probably it will be found to be quite one-half. In other words, as the total second-class mall mat-ter hauled during the calendar year 1904 was over 600,000,000 pounds, it is probably that half of that advertising matter was hauted by the government at a net loss of more than 4 cents a pound; that is, more than \$50 a ton, equal to twelve millions of dollars lost last year from handling advertising matter alone and as much loss from carrying the so-called literary material as well.

Tonnage and Revenue.

"For 1903 the total revenue was 134 million and the total expense account was four and one-half millions in excess. But four and one-half millions in excess. But second-class mail matter had increased to show a total of about 69 per cent. of the tonnage it supplied, of which 36,000,000 695,000 for the 545,000,000 pounds of the tonage it supplied, of which 30,000,000 was free. In other words, it supplied about 4 per cent. of the revenue. And it is only because of the enormous profit in carrying the first-class mails, which furnished less than 14 per cent. of the tonage and paid about 78 per cent. of the evenue, that the deficit was reduced to four and one-half million dollars.

"For that law to stay upon the statute books has cost the country in the last ten years quite \$100,000,000 and will cost for the next ten twice as much, for the day

the next ten twice as much, for the day is evidently in sight when it will be sup-plying from 80 to 90 per cent, of the ton-nage, while still furnishing but a small

class mail matter was over 60,000,000 pounds, and it was almost as much the year before. Each and every day for the last five years more than ten new period-icals a day, Sundays and all included, have sought and obtained admission to the post-office as second-class mail matter, an average gain for each year of nearly the total periodical circulation of Great Britain."

Profits in Other Countries. Mr. Burrows thought that with some of the magazines there would soon come a

time when the magazines would be delivered without charge. He gave some interesting information showing the mil-lions of dollars of profit every year in Great Britain and other European coun-

Great Britain and other European countries from their postal service.

Mr. Burrows surprised his hearers in a decided stand against the parcels post, which he said was but another scheme sure to benefit the advertising sheets, but he did not go deep into the subject.

Said Mr. Burrows in conclusion:

"As I have said before, the growth of new periodicals has averaged more than ten a day, Sundays and all included, every day for the last five years, and it is getting where you cannot see the woods for the trees. And, frankly, while I consider it of the utmost importance that every business organization and commercial body in the country should unitedly

cal body in the country should unitedly band together to produce all the sentiment possible to educate the public and their congressional representatives on this subject, yet we must look for more help from the assistance that can and should of right be rendered to us by the daily and weekly papers and the better class of monthly periodicals than in any other way. The entire mublic machinery of the coun-The entire public machinery of the country has up to withinly short time been arrayed upon the other side of the question, but now the ride has turned.

Central Library of Rochester and Monroe County charge, however, if those who r ely it is probable that about ? Second class mall matter haused during the calendar year 1904 was over 600 million pounds, it is probable that about 300 invitations will answer them as the possible. There will be a meeting of the dimer committee to-morrow afternoon at 4 should be a printed, mailable matter, this class being declass mail matter, this class being declass mail matter haused during the calendar year 1904 was over 600 million pounds, it is probable that about 300 if log 2 on committee to be government at a net loss of over 4 cents per pound, that is, over a cents per pound, that is, over some cenerally one of the committee to-morrow afternoon at 4 should be a meeting of the dimer was possible. There will be a meeting of the dimer was possible to be one of the dimer was possible. There will be a meeting of the dimer was possible that about 300 in log 2 on control of the dimer was possible. There will be a meeting of the dimer was possible to a new the calendar year 1904 was over 600 million pounds, it is probable that about 300 in log 2 on control of the dimer was possible. There will be a meeting of the dimer was possible. There will be a meeting of the dimer was possible. There will be a meeting of the dimer was possible. There will be a meeting of the dimer was possible that about 300 in log 2 on control of the dimer was possible. There will be a meeting of the dimer was possible. There will be a meeting of the dimer was possible. There will be a meeting of the dimer was possible. There will be a meeting of the dimer was possible. The calendar year 1904 was over 600 million of the dimer was possible. The calendar year 1904 was over 600 million of the dimer was possible. The calendar year 1904 was over 600 million of the dimer was possible. The calendar year 1904 was over 600 million of the dimer was possible. The calendar year 1904 was over 600 million of the dimer was possible. The calendar year 1904 was over 600 million of the dimer was possible

ROCHESTER MAY HAVE MEN'S SHOE FACTORY

A. E. Nettleton of Syracuse Will Estab lish Factory Here if Suitable Building Can be Obtained.

Rochester's reputation as a shoe manufacturing city is in a fair way to be greatly enhanced, by the establish of a factory for the manufacture of high-priced men's shoes by A. .E Nettieton, who operates a large factory in Syracus and who has succeeded in establishing a large business; his factory in Syracuse having an output of about 2,000 pairs of

While Rochester is the home of many of the greatest shoe manufacturing centers in the country, it is a fact, probably not known to many residents of the city, that there is not a factory in the arge majority of the factories here turn a day, and the output of children's and infant's shoes is also large.

The lack of a factory for the manu-

cture of men's shoes has been depre cated by the shoe manufacturers he as such a factory would enable the hi dreds of shoe buyers to come to Rochester to find a complete line, whereas at present they have to go elsewhere when buying men's shoes.

The Rochester Boot and Shoe Manufacturers' association has therefore en-deavored for some time to induce some maker of men's shoes to start a factory here. Early in the fall a man who makes men's shoes and who would be pleased to have his factory in a larger city, was informed of the opportunity offered in Rochester, but he wanted Rochester men to furnish money for in-

ercased capital.

Mr. Nettleton was here a few days ago and in company with representatives of the association inspected several build-ings, but did not find one that quitemet his requirements. He will come to Rochester, however, if he can rent quarters with from 15,000 to 30,000 square feet of floor space, the building to be equipped with power and heat and pre-ferably with shafting. He will take over any shoe making equipment may be available. Post Ey-

CHAMBER OF COMMERCE BANQUET

Plans Are Nearly Completed For Eighteenth Annual Function Muion Dic. 6, 1900

maining before the eighteenth annual banquet of the Chamber of Commerce, the different committee have the details of the dinner well under way and everything points to its being an unqualified thing points to its being an unqualitied success. The toast list is a strong one and not too long—only three speakers will be heard this year and the time limit on the speaking is 11 o'clock—the decorations of the hall will be on an elaborate scale and the scheme tried for the first time last year of having small tables instead of the long ones used in former years, will be adhered to this year. The decorations will be in red and green and will be arranged under the personal supervision of Winfred J. Smith, who made such a success of this feature at the last benquet. Mr. Smith is not ready at present to give out the details of the arrangement of the dec

rations, but will do so in a few days.

The scheme of using small tables, seating parties of six, eight or tweive, added last year and removed much of the for-mality and stiffness which is usually asociated with such functions, but ther s a drawback to the plan also in that it Secretary Ives said this morning that about one-third of the seats had already been taken and that the answers were coming in very satisfactorily. All the guests at the banquet this year will be handed a little pamphlet containing a diagram of the arrangements of the ta-bles, with the mames of those sitting at each table and in addition an alphabetteal index of the names of each gue This is a plan which Secretary Ives learned at banquets in other cities, and which he is confident will prove an acceptable feature, as anyone at the ban-quet wishing to find a friend can look in the index and find if he is present and then by consulting the diagram of tables find just where he is sitting. it will be possible for friends to visit with each other during the intermission. In order that this scheme may be carried out time will be required in which to

arrange the names and get the pamphets printed, and on this account Secr ary Ives said this morning that it would be necessary to have answers to the in-vitations not later than next Tuesday, if the names were surely to appear in the

committee to-morrow afternoon at 4 o'clock, at which further arrangements will eb made. Teali has been decided on as the caterer, but the question of an orchestra has not yet been decided. William C. Barry, Jr., has been selected as of 2 cents for both, and yet later an of the dinner committee in the place of J. George Kaelber, who will not be able to be present at that time. A letter receive from Gov. Cummins stated that his topic will be "Protection been variously estimated by experts. These estimates vary from over 4 cents per pound to 8 cents. It is probably and Revision—Are They at War With Each Other?" William H. Page, Jr., will speak on "Commerce." very closely correct to say that 5 cents a pound is the cost thereof for the comand distributing such matter. At the time this law became operative, namely for the year 1886, the total second class mall matter was only 109 million pounds. But it was only natural that the proused the word "graft," after the Folk ducers of this class—the periodical pub-lishers should immediately feel the tre-mendous stimulus of such subsidizing—

is being cheated and the literary lastes of the public debauched. Dec. 6, 0 J sidizing indirect to be sure, but non

UNION AND ADVERTISE INTERESTING LECTURE BY C. W. BURROWS

Raps at Second Class Magazines.

by Charles William Burrows, of Clevelane

last night in the Chamber of Co

Addresses Corporation of Chamber of Commerce on Postal Laws.

Tells of Immense Loss Annually to Uncle Sam in Carrying Secand Class Mail Matter.

Speaker a Staunch Advocate of One Cent Postage-Gives Instructive Examples From Other Countries.

Refore a meeting of the corporati Before a meeting of the corporation of the Chamber of Commerce last evening, Charles Williams Burrows of Cleveland gave an interesting address on "The Postal Laws of the United States as Related to Business Interests." The lecture was an interesting one and held the attention of those present who could not be held but he harrowed by the thory. not help but be impressed by the thor-oughness with which Mr. Burrows had mastered his subject. At the conclusion of the meeting a luncheon was served by Teall and an informal smok-er was held. Mr. Burrows spoke as fol-

I wish first to thank you for the hor of being invited to address your body. I feel it to be an especial compliment as from the nature of its subject my talk must deal somewhat with statistics, which while valuable, ere not always entrancing. If there he some among you who find them tedicus, kindly re-member that even the hour of adversity

contains only sity minutes. "In discusisng the existing rates postage on the various classes of mall matter, the discriminations shown con-stitute an injustice of enormous proporens to all business interests save Emerson tells us that small group. though no checks to a new evil appear the checks exist and will appear -and if the business organizations and the individuals thereof throughout our intry will persistently greatly to be desired prize of a revision of these rates may undoubtedly in the

But while many of you are familian with the situation I am going to assume that some are not so well posted—do not know the facts in connection with this

Some Postal Statistics.

"For the post office department's fis cal year ending June 20, 1902 (the last year for which full statistics of the sort neets were \$121.848,047.23, and the total expenditures during the year were \$124,-185,697,07, showing a deficit of \$2,937,-

"How was this matter divided ? First furnished 13 56-100 per cent of the combined total weight of all the mails and it paid 77 21-100 per cent of the total revenue. Third and fourth class mails combined furnished 16 37-100 per cent of the total weight, and paid nearly as much of the revenue, namely, 15 73-100 cent of the revenue. Second class me matter furnished 65 47-100 per cent of the otal weight, and paid only 4 13-100 per cent of the revenue. It paid less than five million dollars out of a total ex-pense account of nearly one hundred and twenty-five million dollars.

and twenty-five million dollars.

"By the next year, the increase in the second class mall matter had been 55 million pounds, and the percentage of the revenue had decreased to less than 4 per cent, though it was furnishing then more than two-thirds of the tonnage.

were placed at stated periods. Rates were placed at 3 cents per pound for magazines, 2 cents for newspapers, Later this was amended to a uniform rate The German rate is 5 cents for March 3, 1885, becoming operative (I think) January 1, 1886, less than twenty years ago, rates were reduced to 1 cent per pound. The cost of this service has

"The German rate is 5 cents for a single pound upon periodicals, books and other printed matter; somewhat higher for smaller fractions, and 71-2 cents for 2 pounds. In England again, the rate is 4 nênce (8 cents) per pound for books, periodicals, pamphlets, etc. all alike. "What are the comparative issues of the two kinds of matter in the various countries? In 1902, it is evilmated that Germany issued 27,000 different books ned bare expenses of receiving, hauling Germany issued, and had only about 8,000 periodicals. The British Empire, including India and Australia, published about 16.000 books and pamphlets, and 6.000 periodicals. France published 12.000 books and pamphlets and 6.000 periodicals. The United States published about 8.000

books and pamphlets with over 50,000 periodicals, and this refers to the num-ber of different periodicals issued. Were

gate number of copies disseminated, the

discrepancy would be still more start ling, since the enormous circulation of

truly hothouse growth possessed by our journals of monthly issuance has no match in these other countries.

"Germany is the home of scholarship.

Almost every man, woman and child in the empire is able to read. Germany published in that year 324 books to the million inhabitants: France 344, and sim-

liar fleures for Scotland, Belgium, Italy, Sweden, Norway, Great Britain Even Russia published 85 hooks ner million inhabitents, while the United States pub-

inhabitants, while the United States published but \$1. and it is left for us to seek out poor, benighted Spain to find the only one of the civilized countries on the globe that prints fewer books per million inhabitants than we do. She publishes 66, where we issue \$1 to the million. Germany, you will notice, bents us more

han 4 to 1, and Japan, I may say, som

3 to 1. "And, by the way, the remark has been confidentially attributed to a prom-inent officer of the Spanish-American war, who, like myself, was a graduate of the Military Academy at West Point,

that the only military mistake the Unit

ed States did not make in that conflict was in the selection of her antagonist.

Germany Forging Ahead.

"And who is beating us in the war-fare of business? Who is surpassing us in competition for the markets of the world to-day? The cultured, bookish. German. Numberless newspaper, mag-azine and book articles show the pres-ence of the German salesman at every turn. He is in South America, he is in

turn. He is in South America, he is in Samoa, in India, in South Africa, in

Alaska, in this country, he is at the

throughout the south, and he is in every seaport town. He is copying every ma-chine we invent, and he is studying all

our methods. Needless to say he is not spending his time reading wishy-washy

of only ephemeral importance, if any-and neglecting nobler literature of per-manent value.

"On the other hand, while we publish pticles in ten-cent magazines

so few books, the prependerance of our issues of periodicals is so great that in

the English language it is now estimated the English language it is now estimated are published 65 per cent, of all the periodicals on the globe, and the United States probably issues unsteen-twentieths or 60 per cent, or over of all of these.

these. And there is a morol as well as a financial slide to this question. "And now, what was the argument originally adduced in favor of this pres-

other words, as the total quantity of ent inadequately low rate of postage on second class mail matter? It was that

it would furnish cheap reading matter

to the masses. What has it given them? What valuable reading are we hauling around the country at a loss of \$80 per

ton for hauling? Advertising! Straight Front Corsets, in the Ladles' Home Journal; Schlitz Beer, Hunter Rye and

der's 'Send me \$25 and perhaps I'll sell your real estate,' in the Century; and, when instead of advertising it is litera-

ture, some of it is not much better, as instance: Tanhis Hide's 'Excerable' Life Insurance Company, in Tom Law-

son's Everybody's Magazine articles on

Frenzied Finance. Examination of re-cent issues of some of the prominent magazines will show more. To illus-

trate, a number of Harper's Magazine

Results in Magazines.

ing matter, 176 pages of advertising. Excess of advertising over reading 10 per

"Scribner's Magazine contained :

15 per cent. "McClure's Magazine contained;

ing matter, 185 pages of advertis

per cent,
"Iron Trade Review contained:

"Iron Age contained :

"One hundred and twenty-eight pages of reading matter, 149 pages of advertis-

ing. Excess of advertising over reading,

One hundred and ten pages of read-

Excess of advertising over reading, 70

"Fifty-four pages of reading matter, 102 pages of advertising, Excess of ad-vertising over reading almost 200 per

Eighty-two pages of reading atter,

But taking a general average of the

234 pages of advertising. Excess of advertising over reading nearly 300 per

periodical literature of all kinds, it will be safe to assume that at least two-fifths of the total quantity is advertising

will be found to be quite one-half.

One hundred and sixty pages of read

Bristol Fishing Rods in Outing ; Ostran

unmit of the Rocky Mountains

comparison made upon the aggre

Decrease of Live Booksellers.

"And here let me introduce a persona on, the bearing of which general topic will appear in a moment. Twenty-five years ago there were, it is estimated, three thousand live booksellers in this country carrying good stocks of books representative of the various classes of literature—history, light science, biography, travel, poetry, ction and belles-lettres generally. day there are estimated to be only one thousand of the same class, and they are steadily withdrawing from business, ugh in the meantime the population though in the meantime the population of the country has increased by fifty per cent and the general average of wealth has markedly increased Lies, so that by good rights the three thousand should have become six to seven, in place of dropping to one thousand. If it be true. dropping to one thousand. If it be true, as has been repeatedly asserted, that a good representative book store, well stocked and intelligently managed, performs an educational work for any community only less important than that done by its schools, colleges and librar-ies, then this condition of affairs merits

an examination of the matter we find another printing trades indus-try that has waxed as that of book selfhas waned. It is that of magaz and other periodical publishing. At the time of the Philadelphia centennial, the total sales for the entire country of all the monthly magazines together were not much, if any, above five million coples per annum. To-day there are single magazines having a larger sale than that, and probably from two hundred and fifty to three hundred millions of them in the aggregate are sold per annum

"This enormous growth—the end of which is not yet (of which more later) is rendered possible, without a shadow of a doubt, through the favoritism acded by the law to this one set of business interests, namely the manufac-ture and dissemination of periodically printed literature. This would seem selfsist in making the deduction clearer.

Other Countries Compared.

"Let us compare the publishing of books and periodicals in this country with that in other countries where the latter are not so favored.
"In Germany periodicals pay the same rates of postage as other printed mat-

rates of postage as other induced ter including books.

"And by the way, those who seem so anxious that we should establish a cheap parcels-post service in this country in emulation of that existing in Germany and Great Britain, seem to belong to this one class of periodical publishes and they have never yet been long to this one class of periodical pub-lishers, and they have never yet been known to advocate the idea that we should follow the Germans in fixing our rates for carrying periodical literature. "And while we are upon this ques-

"And while we are upon this question of the parcels post, a subject which is being agitated so much just at present, let-me digress for just a moment.

"A parcels post or express service operated in Germany and Great Britain, where the density of population is great and the length of the haul a minimum is an entirely different proposition. It is an entirely different proposition, seems to me, from the attempt to in troduce it into a sparsely settled country like the United States. The density of population of Great Britain, for example, is 500 to the square mile; of Germany, nearly as much, and of Belgiun ulation in the United States is less that 25 to the square mile, but were such a principal operation would not be in thickly settled Rhode Island nor in the neighborhood of the great cities, New York, Philadelphia, Boston, Baltimore, York, Philadelphia, Boston, Sarete, and the distance parcels were carried would, at the very best, be long in the average, and the principal work would be done among the rural population of states east of the Mississippi river and where it would be still mo expensive, over the scattered prairies and ranches and mining hamlets of the far west. It might be possible to take 500 parcels from some central point over a short haul of 50 to 200 miles and make deliveries thereof within one square mile of territory, and nerform the service for a very moderate fee. But it is quite an-other pronosition to take the 500 separ-ate parcels from say New York city. carry them to Wyomling, where the dens ity of population is but 1 to the squar rolle, and make deliveries of these sen arate parcels, one in each of some 50 separate and distinct square miles of

territory. The loss to the government from that kind of work would be sur

vided the tariff for the service were the chean. I consider it within the

loss from hauling the so-called literary

rails in our vicinity were to be paid by the government a bonus of \$80 per ton for all the thousands of tons of rails they could run through their rolls—they would get busy at once. But the gen-liemen who are running cheap print paper through the cylinders of their fast presses have not been so very slow to find the profit in the transac-tion as the leaps and bounds representing the growth of the publishing of ne and other periodical literature

"As I stated before, the total volume of the second class mail matter for 1886 was 109 million pounds. The increase alone for year before last was 55 million pounds and for last year 60 million pounds; a total gain in two years of 115 million pounds or more than the total volume when the law was passed.

Tonnage vs. Revenue.

Let us examine a little more in detail this question of proportions of ton-nage to revenues. For 1886, the total receipts of the postoffice were just under all matter furnished less than one and half million dollars or a little under 3 1-2 per cent. of the revenue. That contributed a trifle over 50 per cent, of the total tonnage. For 1903, the total revenue was 134 million dollars, and the total expense account 138 1-2 million owing a deficit of 4 1-2 million dollars. But second class mail matter had increased to show a total of about 69 per cent, of the tonnage and produced a revenue of \$5,095,000 for the 545 million pounds of the tonnage it supplied, of which 36 million was free. In other words, it supplied about 4 per cent, only of the revenue. And it is only because of the enormous profit in carrying the first class mails, which furnished less than 14 per cent, of the tonnage and paid about 78 per cent, of the revenue, that the deficit was reduced to only 4 1-2 n dollars. Second class mail matter really cost the country for that year about 20 million dollars.

" For that law to stay upon the statute ars, and will cost it for the next ten more than two hundred million dollars, for the day is evidently in sight when it will be supplying from 80 to 90 per cent. of the tonnage, while still furnishing less

an 5 per cent, of the revenues.
As I have said before, the growth ter was over 60,000,000 pounds and for the year before it was over 55,000,000 pounds, and each and every day for the last five years over ten new periodicals day, Sundays and all included, have sought for and obtained admission to the postoffice as second class mail matter, an average gain for each year of nearly the total periodical circulation of the kingdom of Great Britain.

'First class mall matter at 2 cents for the ordinary business letter, weighing one ounce or less as I have indicated above, supplies about 14 per cent, of the onnage, and pays nearly 80 per cent. of he revenue. One thousand business letters, many, of course, under the permissible weight average to weigh it is estimated as they run twelve pounds. But 1,000 such letters at 2 cents each pay \$20 postage, whereas an equal weight (twelve pounds) of periodicals put into the postoffice pays only 12 cents postage

Why Reduction is Not Made.

"Is, gentlemen, the conclusion not self-vident? Are we not forced to itthat letter and post card correspondence enormously profitable? Not only would penny postage and half cent post eards show a profit, but even half cent stamps for letters and quarter cent rate for post cards would be remunerative to so high a degree as even then to show a large surplus. Why is it that we cannot get the reduction? Because this profit is all dissipated in carrying the second as matter, and a further loss incurr which shows a large deficit each and very year. And the favoritism granted, s explained above, to this particular ndustry, is not the worst showing that an be made in connection with it.

"Mr. Munsey's magazine, and, of course, I instance this simply as one example of numberless issues, is somewhat credibly stated to have a circulation of over 600,000 copies a month, weighing in the average about one pound each. If the government receives, hauls, and distributes one-third of these, it performs for him a service costing it about \$8,000 per month more than it receives in reveue (namely, \$2,000) for the 200,000 copies which we suppose are carried by the mails. In other words, it is the equivalent of an indirect but none the less ef-fectual subsidizing of Mr. Munsey to the extent of about \$100,000 per annum. As a matter of fact, Mr. Munsey is so shrewd a business man that he sends the large quantities for the short hauls (upon which the government might pos-sibly make a profit even at the low rate of 1 cent per pound) ahead of time by slow freight, and leaves to the government the highly remunerative job of taking out the single copies, half dozens and quarter hundreds for the long hauls, inand cross roads of the eastern states. and to the sage brush ranches or moun lets, or prairie-lenesome farms

course, if Mr. Munsey is being given \$100,000 per annum, and other publishers smaller or larger sums aggregating as it smaller or larger sums aggregating as it does more than \$25,000,000 a year at present and rapidly growing, someone is paying the bills. But of that processing the bills. But of that processing the bills of that processing the bills of the processing the strength of the processing the bills.

ing the bills. But of that more shortly. "When you buy a magazine for 10 cents you are in fact buying a 50-cent article upon which the government has artificially enabled the maker to place a 10-cent price because it becomes to him such an inducement to obtain a mam-morh circulation in order that he may make large profits on advertising which equally, with the literary matter, is car-

A Practical Example. " If I, as an advertiser, desire to send

out a circular regarding my Avery's 'History of the United States,' upon which, as a few of you know, my firm has been engaged for many years, upon each of the circulars, if left unsealed, I must place a 1-cent stamp; that is, upon an issue of 600,000 copies of this cirsular I must place \$6,000 worth of stamps. I can go to Mr. Munsey, to use that con venient gentleman again, hand him the same advertisement, printed, if you please, from the same electrotype plate, printed possibly upon the same paper, and have him issue it as a page adverement in his magazine to be sent perhaps to the same people. When I ask him his price for that service he replies I believe I quote his here rate aright) \$500. I am aghast. I say: 'Mr. Mun-sey, there is surely some mistake about this. The United States government, whose very foundations are based on the theory of equal rights to all, equal rights inancially no less than politically and legally, will never charge me \$6,000 for \$500 ?' And here is Munsey's answer, if he is truly frank and intelligent in the matter: 'To be sure, Mr. Burrows, the government would charge you \$6,-

is 1-1000 of a cent per copy, or \$6.00 for the whole 800,000 circulation, on which it will charge you \$6,000.00; in other words, it insures to me a profit of \$494.00 upon my charge of \$500,00," "In this way it further enables him by this discrimination in rates to gather No wonder that Boyce's weeklies, etc., are housed in a million dellar building!

Effect on Community. stamps per year is muleted of a propor-class of the journals of monthly tionate sum for such a fund. Every so-nce, for were the thousands of

tnis, the taste for good reading has disappeared. I quote from the "Publishers' Weekly" of January 29, 1904:

"The great decrease in all the more serious departments of literature, as well as in some of the lighter ones a curious and preserved.

ia a curious and unexplainable condi-tion of our book production. Scientific and philosophical writing are as conspicuous through their absence as are the simply amusing books."

Debases Literature.

"The twenty minute magazine article seems to be about the limit of the intellectual activity of our average educated man, woman and child. And this debauching of the tastes and even the morals of the entire community has benefited whom? Not the periodicals of the highest class—not the 'Century Mag-uzine,' for the 'Atlantic,' nor the 'North American,' nor 'Harper's Magaz one million copies per month with a mod jeum only of literary matter and that of the most trivial sort; it is the 'Wo-man's World' published at St. Louis at 10 cents per year, with a circulat tion.) That is the class of pub that has been rendered possibly by the So have the 'Police Gazette' and

all of the salacious tribe.
"How about the future? That is an other matter. While I am frankly of the opinion that the 'Ladies' Home Journal,' published formerly at 10 cents now at 15 cents, 'McClure's Magazine published at 16 cents, and many other-equally clean, decent and reputable is all their ways, could never have cominto existence and attained their enor mous circulation, but for the aid of the government's influential, fostering, hothouse discrimination, any more than in Cleveland could have roses grown in the month of January

yet the taking away of the stimulu now would not be harmful even to then

is certainly so with the newspapers of the respectable class. Advertising is the life of the magazines and of the newspapers, and if the postal rates stay where they are, new claimants for fav-ors are and have been and will be ap-pearing so rapidly that the advertising cow will be speedly milked to death. She is, indeed, already showing signs of complete exhaustion. It is becoming a matter of general notoriety that it almost impossible for publishers to produce results for their advertisers, com-mensurate with the prices charged for the work. What the best the most respectable of all these monthly periodchaff that is on the floor, not a new

Loss to Newspapers.

"The placing of this low rate upon seond class mail matter was originally intended to favor the growth of publications with a distinct purpose in line with public polity, and for which there further existed a distinct demand as evidenced by a bona fide paid for sub-scription list. But to-day the growth is becoming enormous. It is one of the abuses of the second class mail matter that has been repeatedly referred to by postmasters-general year after year, and some few feeble attempts at reformation of these abuses have been made but they have amounted to little. It is my own personal estimate, and, gentiu-men, in all modesty I wish to assure you that I have given considerable study to this subject for quite half a dozen years, that the daily papers of high class of the country are losing several vertisements to the same people, but it does not charge me \$500. I print my ad-vertising pages two to a leaf on thin pa-per weighing about 1-500 of a pound per mediums issued monthly, or go out in leaf, equal to a weight of 1-1000 of a pound for a page of advertising; thus the shape of privately printed journals such as are issued by so high class houses as Browning, King & Company and many others. and many others. "As I have said before, the growth of

new periodicals has averaged more than

ten a day, Sundays and all included, every day for the last five years, and is getting where you cannot see the woods for the trees. And frankly while by this discrimination in rates to gather
op another half million or more profits
per annum upon his advertising. No
wender Mr. Munsey can capitalize his
busines for ten million dollars and show
he is earning a profit upon that sum!
No wonder that Boyce's weeklies, etc... sentatives on this subject, yet we must look for more help from the assistance that can and should of right be ren-dered to us by the daily and weekly That, gentiemen is, of course, very evident. Cleveland used last year near \$1,500,000,00 worth of stamps, and of that amount about \$890,000,00 was for 2-cent try has up to within a short time been stamps. Every business man or manu- arrayed upon the other side of the quesfacturer using ten thousand dollars tion, but now the tide has turned. Where worth of two-cent stamps per annum, is contributing four-fifths of the amount to one hundred on its postage bills as a subsidy to the periodical publishers. to make up the deficit incurred in haul-losing from one hundred to one thousand ing their product at the one-cent per dollars on its advertising revenues. The pound rate. Every physician or lawyer same argument, in my opinion, also ar who uses one hundred dollars worth of piles with equal strength to the better lety woman who malls her daughter's weak competitors weeded out, they wedding invitations, numbering one could procure their advertising patron-thousand sets, is obliged to contribute age far more cheaply and hold their in similar proportion some fifteen or rates much more stiffly, and while they more dollars of the twenty she spends might not make money as swiftly as they for stamps that the periodical publish- have done in the past they would at least ers may continue to have their rate of do so much more freely than they can do if the law stands and the unchecked "And what has been the effect upon flood of new competitors is permitted

SILK MILL MAY COME TO ROCHESTER

Secretary Ives of Chamber of Commerce Receives Inquiries.

New Concern Would Employ Between Two and Three flundred Girls - Want Cheap Power.

Dec. 7. 1905.

Nominating Committee Will Name Slate of Officers for Coming Year at Meeting To-Morrow.

Union and Advertise Secretary Ives has received a letter from a large silk manufacturing company relative to establishing a mill i this city. The parties who wrote letter requested that the name of their

is that they now operate three large silk mills somewhere in this country. is that there shall be plenty of cheap power, as the company requires 100-horse power for the twenty-four hours. The concern would give employment to be-tween 200 and 200 girl and would expect to obtain a large part of this number in this city. A building is desired that is well lighted and with from 10,000 to 20,000

Mr. Ives announced that President Rogers would like to have all the commercial travelers who can possibly do so be present at the Chamber of Commerce at 3 o'clock on Saturday when the first trip of inspection through the factories of Rochester will be taken. This is part of the scheme planned by the chamber for advertising this city. The idea is to inspect some large plant every Saturday in order that th may talk intelligently about the indus-tries for which Rochester is noted while off on their trips. This week the men will visit the plant of Curtice Brothers and later will go through the Yawman & Erbe buildings. This will be the only trip made before the holidays, as most of the men are busy just at this time, but beginning with the first of the year the trips will be weekly affairs.

is meeting at the chamber to make final preparations for the dinner next Thurs-day right. There are a number of small details still to be decided, among the rest the selection of an orchestra, the pontion not yet having been awarded. The naminating committee will hold a meeting to-morrow afternoon at 4 o'clock to prepare a slate of officers for the fol-lowing year. Secretary Ives has not dewill take place, but it will propanty be during the third week of this month. It will be impossible to hold the election much before that time as the by-laws require that the names of the candidates be posted for ten days before the elec-

1Y, DECEMBER 7, 1905.

ANNUAL BANQUET.

Chamber of Commerce Dinner Commit tee To Meet This Afternoon To Make Final Arrangements.

Final preparations will be made to-day for the banquet to be given by the Chan-ber of Commorce on December 14. The

money committee will meet this after-mon at a o'clock to complete all plans and select the archestra. A Sciarate tables, which proved so suc-cessful a plan has year, are to be used again and while the scatting capacity is thereby reduced and the cost horeased the benefits thought to accrue from a social sundands were the social standpoint mate than compensate.
Elaborate decorations are planned in red
and green and will be under the direction
of Winfred J. Smith. The tables will seat from six to twelve and as the members are supposed to state on their application, for tickets where they wish to sit much of the formality and suffrees that has cen evident in the past will be re-

Each of the guests will be panded at little book constanting a diagram of the ables and the names and positions of all present and an alphabetlest index of all guests. Secretary lives thinks this than will prove accoptable to all, because if a man wants to find a friend be may find where he is sitting from the diagram and an visit with him during the inter-missions. This plan will necessitate ex-tensive preparation on the part of the miningers of the dinner and Secretary types said yesterday that those who de-

Letters have been received from the steakers who are to be present and an musually strong programme has been arranged. If will also have the good quality of being short as it o'clock has been set as the limit for that feature of the evening. Governor Albert B. Cammins, of lowa, will speak on "Protection and Revision—Are They at War With Each Other?" How Martin W. Littlefon, bresident of the Berough of Manhatlan, will shock on "Pallice Down and Revision—Are They are the work of Wanhatlan, will shock on "Pallice Down and Revision—Are Down and Rev the rather broad subject of "Con-inerwe" will be deaft with by William H. Page, jr., of New York, who is the at-torney for the United States Telephone. Company in which Rochester capitalists are interested. Secretary ives said that as find taken a broad subject and that no one would know what phase he would take up. "He will certainly species a sufficience in the members," and Mr. Ives. broad subject or I can assure you of that I m not all borly to tell what it will be? Next Felday afternoon the nomineting munities, of which Day id Hove to course

lays before the elections are bel-

Visit to Rochester Industries.

WILL BE BENEFIT TO CITY

Preparations For Annual Dinner to Be Completed By Committee Today.

of made regularity of the annual dinner of the Rochester Chamber of Commerce at hearty completed. The Dinner Commit one, William C. Barry, Jr., chairman, me at 4 o'clock this afternoon to make the final arrangements. The color scheme of the decorations will be green and white, the decorations will be green and white. Times Dec. 7-

URSDAY. DECEMBER 7, 19

DINERS TO SING POPULAR SONGS

NEW FEATURE OF CHAMBER OF COMMERCE BANQUET.

TICKETS LIMITED TO 300

Governor Cummins, of Iowa: President Littleton, of Brooklyn, and W. H. Page, Jr., of New York, 10 be the Speakers-To Close Ear y

Preparations for the annual dinner of the Rochester Chamber of Commerce are nearly completed. The Dinner Commit-tee, headed by William C. Barry, Jr., will meet at 4 o'clock this afternoon to make the final arrangements. Teall will be the caterer and an orchestra of twenty-five pieces will be provided.

The dinner will be held in Colonial Hall next Thursday night. Sentes will be pre-Preparations for the annual dinner of

next Thursday night. Scates will be provided for only 300 persons. For this reason Secretary John M. tves requests persons desiring dinner tickets to get them at once. A year ago members of the chamber were dilatory in this matter and on the night of the dinner many were un able to get seats. It is planned to furnish to each guest a diagram of the tables, that each person will have no difficulty in fluding his own seat or in learning where any

other member is to be.

At each plate will be found a printed copy of several of the songs of the day. After "America" and "Aud Lang Syne," these songs will be sung by the diners in the intervals between the orchestral musie and speeches. The melodies selected are "Stein Song," "Everybody Works But Father," "Teasing" and "Down Where the Wurzburger Plows,"

Colonial Hall will be elaborately decor-The color scheme will be green and white. The decorations will be pre-pared by Winfred J. Smith. Representative James Breck Perkins

ter. Heretofore there have been so many speakers that the annual dinners have continued till midnight or later. This year the committee has engaged three speakers and it is expected that the last of them will conclude by 11:30 o'clock. A reception will be held at 6:30 and the dinner will begin promptly at '

The speakers are to be Governor Alber B. Cummins, of Iowa, on "Protection and Revision-Are They at War With Each Other?" Martin W. Littleton, president of the Borough of Brooklyn, on "Falling Down and Building Up," a discussion of the recent movement against political the recent movement again, of New hosses; William H. Page, Jr., of New York, counsel for the United States Inde-vork, counsel for the United States and "Com-York, counsel for the United States Inde-pendent Telephons Company, on "Com-

night in order to allow of the printing of the diagrams. The dinner card will be in green and red to correspond with the dec-

September 1

orations and will be an artistic ex apported to the printer's handlwork.

Secretary Ives said yesterday that it was not expected the dinner would be a company. This rice deer years, the company of the printer's handlwork.

Secretary Ives said yesterday that it was not expected the dinner would be a company. This rice deer years, the company of the printer's handlwork.

Company I be a company of the printer o

On Friday afternoon at 4 o'clock the

On Friday afternoon at 4 o'clock the Nominating Committee of the chamber's annual election will meet to prepare a list of candidates for offices for the coming year. The committee will name candidates president, first, second, third vice-particlents and eighteen trustees for three years, and will fill several vacancies in the list of trustees. The committee consists of David Hoyt, C. M. Everest, F. A. Brownell, William H. Briggs, C. C. Davy, C. T. Ham, and R. A. Hamilton, Under the rules no officeholder can be a Under the rules no officeholder can be a member of this committee.

EMBER 7, 1905. Post Enfrese

I NEW INDUSTRY MAY BE ADDED TO CITY VARIETY

Silk Manufacturer of Paterson, N. J. Inquires for Figures on Power, and Availability of Help.

A new industry may be added to the variety of those which have made this city industrially cosmopolitan. A silk manufacturer in Paterson, N. J., who has three large factories and wishes to start a fourth, has written to Secretary John M. \$ves of the Chamber of Commerce asking about conditions in this city.

Power is what the manufacturer wants, He has heard of the facilties of this city regarding water power, has read of the prospects of the Niagara electric company and knows that Rochester has plenty of

electric power. But, he adds:
"What I want most is power, plenty of
it and cheap; power that will run 24 hours a day. If you can get me a factory and power as I ask, I shall start a branch

ous and the sale of a couple of blocks tock. Some want site thrown in. have I got any stock to sell." writes the

Such a rarity among captains of indus try has impressed Mr. Ives with the de strability of such a man. An effort is

being made to find a building for him. The manufacturer writes that if he comes here he will employ from 200 to 300 women. From 10,000 to 20,000 square feet of floor space is necessary. Charles C. Michelson, of 19 Clifford

street, who was in the furniture manufacturing business with Michelson & Fisher, is about to start a factory. He has inspected the Disbrow box factory building Aqueduct street with an eye to two

A surprise was experienced one day this week by D. Armstrong & Co., shoe manufacturers, Mr. Ives says, when two shoe worth of shoes. Among shoe men such orders are looked upon as "windfalls."

BANQUETERS TO SING.

Popular Songs To Be a Feature at Chamber of Commerce Dinner.

Hyalk & L. 14.190V.

Final arrangements have been made for

a annual dinner of the Chamber of Com-erce on December M. At a meeting of the dinner committee yesterday afternoon the contract for the orchestra was let and for the eigars and wines. Teall will serve the finner proper, but the small items were

William C. Barry, Jr., who is the chalr-man of the committee, is satisfied with the sale of seats and says that they are

duced by having all present sing popular songs, copies of which will be at each plate. It is thought that by this mediod all traces of formality will be removed.

ARRANGEMENTS FOR BANQUET Committee of Chambel of Commerce Almost Completes Its Work.

Arrangements for the annual dinner next Thursday night, were almost com-pleted at a meeting of the Dinner Committee held in the library of the char yesterday afternoon. The dinner is to be held in Colonial Hall, and arrangements are being made for 300 persons. The committee decided yesterday to en-

gage Maurice Moll's Orchestra, of twentyfive pieces, for the dinner. The orchestra is to play during the banquet and also for the popular songs that are to be sung. Contracts for cigars and wines were let. Teall is to be the caterer. A large silk manufacturing company,

which has three silk minuracturing company, which has three silk mills, has written to the Chamber of Commerce about establishing a factory here. It desires plenty of cheap power and a well lighted building with from 10,000 to 20,000 square feet of floor space. The letter to the chamber says that the company will employ from 200 to 300 girls.

rcial travelers of the city are to meet at the rooms of the chamber at 2

more intimate knowledge of Rochester's industries and be better able to advertise them in going from place to place.

The Nominating Committee of the chamber will meet at 4 o'clock this after-

HOW PRICE IS KEPT UP

Members of Milk Producers' Association See That Rechester Is Not Over-Supplied.

MEETING HELD HERE TODAY

New Officers Are Elected and Master of State Grange Urges Farmers to Unite. --- Dec. 9/as.

The annual meeting of the Western New York Milk Producers' Association was held in Chamber of Commerce hall today. C. C. Hovey of Avon, president of the association, occupied the chair, and W. E. Dana of Avon, acted as

Secretary Dana spoke of the benefits the members had derived from the association and said that while the farmers were getting three cents flat per quart for their milk, the same as last year, the feeling of the dealers had seemed to change to one of more respect for the association. The price of milk has been kept up, he said, because the city of Rochester has not been sup-plied with more milk than was needed. As Treasurer, Mr. Dana reported that he had received from dues \$155.10 and the expenditures had been \$80.60, leaving a balance on hand of \$64.11.

ELECTION OF OFFICERS. The following officers were elected for the ensuing year: President, C. C. Hovey of Avon; First Vice President orge Wickins of Chill; Second Vice George Wickins of Victor; Third President, B. N. King of Victor; Third Vice President, C. E. Morse of Chill; Secretary and Treasurer, William E. Dana of Avon; members of the Execu-tive Committee for three years, J. H. Walton of Palmyra and E. P. Stilwell of Webster. The tellers appointed by the chair were W. H. Bush and J. H.

Walton of Palmyra. After the election of officers, E. B. Norris of Sodus, Worthy Master of the New York State Grange, was invited to speak. He said that the organization of the milk association was a veraportant movement and a result of the work accomplished by the association in conection with the Grange was a better price for milk. He declared that the time had arrived when the milk pro-ducers throughout the country should organize for mutual protection. He that the farmers are about th

the following local secretaries were repointed Abram Clark, Newark; O. E. Carloy, Honeoye Falls; C. E. Densmore, Livonia; J. C. Eddy, Williamson; Jones, West Henrietta; Edward La I. Jones, West Henrictta: Edward La-very, Geneseo; Robert Coveney, Wal-worth; Charles Maw, Clarkson; George J. Ray, Lama: E. P. Stilwell, Webster; F. A. Sheldon, Rochester Junction; Fred Schoolmaster, Macedon; J. H. Walton, Palmyra; D. M. Welcher, West, Webster, D. H. Evang, Sayannah; Webster; D. H. Evans, Savannah; Henry Minnehan, South Livonia; W. H. chapman, Percyville; L. J. Swezey, Marion; O. E. Whitney, Ontario; George Wickers, Chill; W. D. Horton, Mendon; Hiram Crippen, Brockport; Joseph Walser, Irondequolt; E. T. Websler, Spencerport; J. G. Loomis, Merteusia,

LANGE SECRETARIES NAMED.

ROCHESTER GETS PRESH MILK. o Chy of Rochester consumes 60.00 to of milk a day and of this 5.00 to gre shipped, 20 per cent of which reduced by the association. W. E. of Avon, the Secretary of the association on interview said that one therefit was the local and state milk section, for it insures a better quality silk and gives protection to producer consumer alike.

r disk.
r practically gets milk not one day old," he said, "white five gets none that is less that d. Here the people get milk high that is produced the preng and evening. If the people are in a firm on milk delivery the prenom milk delivery

Commerca met yesterday and named the officers for the ensuing year. The committee, of which a majority was present, is composed of David Hoyt, Charles M. Everest, F. A. Brownell, Wiliam H. Briggs, C. C. Davy, C. T. Ham and R.

dent, Robert A. Badger; first vice-president, Michael Doyle; second vice-president, Charles P. Garfield; third vice-president, J. George Kaelr; trustees for three years, Henry C. Brewster, C. Barry, R. A. Badger, Henry Barnard, rge R. Fuller, H. B. Graves, C. F. Garfield, George R. Fuller, H. B. Graves, C. F. Garneld, William D. Hale, Lipman Holtz, J. George Kaelber, S. C. Langslow, Percy McPhall, William S. Morse, Philip Present, Clinton Rogers, L. L. Stone, C. W. Trotter and A. B. Warren, trustees to fill vacancies, Joseph Mandery, William T. Plumb, W. H. H. Rogers, G. Schminke, P. J. Chersenburch, William H. Wray.

R. J. Strassenburgh, William H. Wray.
Commercial travelers of the city are to meet
at the rooms of the Chamber of Commerce at2 o'clock this afternoon, to make a tour of in spection of the plants of the Curtice Brother company and the Yawman & Erbe Company. ctions will be made later.

First This of "Drummers," President William II Poster of the Rochester Commercial Travelers' Mutual Benefit Association has issued a request for all "drummers" who favor the plan to inspect the industries of the city to meet at the Chamber of Commerce at 'clock this afternoon for the first trip The afternoon will be devoted to an ex-cursion through the Curtice Canning Company and Yawman & Erbe's factory, Commercial travelers expect to gain first hand knowledge of Rochester's many manufactories so they can talk of them ntelligently in their travels.

Dic. 9/05.

CHAMBER OF COMMERCE NOMINATIONS

THE UNION AND AD'

Slate of Officers Prepared by Committee and Will Be Voted On.

Robert A. Badger, Secretary of Curtice Brothers, Named For President-Other Officers.

Annual Meeting Will Probably Be Held in About Two Weeks and No Opposition is Expected.

The nominating committee of the Chamber of Commerce met yesterday afternoon and prepared a slate of officers for the coming year. These name are posted to-day and must remain for at least ten days. The exact date of the annual election has not been decided on yet, but it will probably take place in about two weeks. The slate of officers presented by the committee doubtedly be elected at this meeting, as opposition has only been set up once in the history of the chamber.



CLINTON ROGERS. President Chamber of Commerce.

The nominations are as follows : Pres dent, Robert A. Badger; first vice-presi-dent, Michael Doyle; second vice-presi-dent, Charles F. Garfield; third vicepresident, J George Kaelber; trustees DINNER DECORATIONS IN

HOLIDAY RED AND GREEN Guests at Annual Event of Chamber of Thirty-Six Tables.

Arrangements for the annual dinner the Chamber of Commerce, to be held in the Chamber of Commerce, to be held in Colonial Hall Thursday night, are about completed. The guests will be served at thirty-six tables having places for four to seventeen guests each. Thirty persons will be seated at the speakers' table, which be scated at the speakers table, which will be upon a platform sixteen inches high running for sixty feet along the north side of the hall. Five of the larger round tables will be placed in the center of the hall, with the smaller tables ranged around them. A card will be issued to each guest with his plate and table number, so there will be no confusion in the seating. will be no confusion in the seating.

The decorations will be in holiday colors, green and red. On the walls will be flags in the form of shields and emblems. The windows will be covered with Alabama smilax, illuminated with hundreds of min-iature electric lights. The stage curtain will be of flags and the stage in front of the curtain will be decorated with paims and electric lights. The speakers' table and the five tables in the center of the hall will be decorated with smilax and minature electric lights. The floor will be covered with crash. There will be a canony from the door to the street and a be covered with crash. There will be a canopy from the door to the sireet and a man to attend to the carriage checks will be on duty. The cloak and check rooms are in the basement. Secretary John M. Ives yesterday said,

that to-day would be the last day on which tickets for the more desirable seats at the tables could be purchased. Those coming later will have to take whatever seats

are left.

This recentifion committee has been appointed: John F. Alden, H. C. Brewster, John N. Beckley, Charles J. Brown, William C. Barry, E. Frank Brewster, Edward Bausch, George C. Buell, Max Brickner, Benjamin E. Chase, Eugene T. Curtis, Michael Doyle, Charles P. Ford, Albert O. Fenn, Thomas W. Finacane, James S. Graham, George C. Hollister, Alexander B. Lamberton, Julius H. Lempert, Merion E. Lewis, Daniel B. Murphy, Charles H. Palmer, Clinton Rogers, Lewis P. Ross, J. H. Stedman, Rufus A. Sibley, Eugene Satterlee, Henry A. Strong, Frank A. Stecher, Lansing G. Whetmore, John C. Woodbury.

Woodbury.

The list of ushers is: George Culp, Howard Clapp, J. P. B. Duffy, A. B. Enos, Louis F. Foulkes, H. H. Garfield, William Gorsline, H. C. Howlett, Nelson Sage, H. L. Trotter, William H. Wray, Fred Will,

SYRACUSE MEN TO BE GUESTS AT THE DINNER Soit End cer Doc. 12. President McCarthy and Secretary

Clark Invited by President Rogers

-Tickets Nearly All Sold.

President D. McCartin and Secretary

Clark of the Syracuse Chamber of Com-

merce will be guests of President Clinton

Rogers at the eighteenth annual dinner

of the Chamber of Commerce, Thursday

guests of Mr. Rogers are Admiral Hanford

Joneral Ous and Supreme Court Justice

Before nonn to-day 270 tickets had been

sold. It is expected that the sale of lickets will close to-night. There will be no plate tickets issued but a pampblet

will be sent to each guest, setting forth his table, its location, the names of those is share it with him and an alphabetical

Red and green, the yuletide colors, will

the principal decorative effect. Decora-or Smith promises some pretty designs. The following maned are in charge: Re-epton-Hon, Henry C. Brewster, chair-nan, Clinton Rogers, John P. Al en, Will-

m C. Barry, Edward Bansch, John N. seklov, E. Frank Brewster, Max Brick-er, Charles J. Brown, George C. Buell,

njamin E. Chase, Eugene T. Curtis, dutel Doyle, Albert O. Fenn, Thomas W.

Michael Doyle, Albert O. Fenn, Thomas W. Finneaue, Charles P. Ford, Colonel James S. Graham, George C. Hollister, Alexander B. Lamberton, Julius H. Lempert, Hon. Merton E. Lewis, Daniel B. Murphy, Charles H. Palmer, Lewis P. Ross, Eugene Satterlee, Rufus A. Sibley, Frank A. Stecher, J. H. Stedman, Henry A. Strong, G. Weigners, Lohn C. Woodbury

Kunball, Henry F. Marke, John C

Ushers-William H. Wray, chairman

Haward Clapp, George Culp, J. P. B. Duffy, A. B. Eaos, Louis S. Foulkes, H. H. Garfield, William H. Gorsline, H. C. Howlett Nelson Sage, H. L. Tratter, Fred-

cick Will, it., John B. Howe, John I

TICKETS NEARLY GONE

Those Who Wish to Attend Chamber of

Commerce Banduet Will Have to

With but one day more remaining before the annual Chamber of Commerce dinner, the tickets have nearly been disposed of and this morning Scereary Ives said that he only had thirty tickets left and these

e expects to dispose of before to-morrow

night. Those wishing any choice of seats and to get their names in the alphabetical index of the guests will have to apply to

Apply Immediately.

Union + Advertiser

Dec. 120

G. Wetmore, John C. Woodbury Dinner-William C. Burry, Ir., chairman Albert R. Belmer, Joseph H. Hutchings John M. Ives, J. George Raelber, Harole

Emblems and shield of American flags will adorn the walls and windows will be decorated with the prevailing colors. Even the packages of cigars that are to be distributed will be tied with red and

sent, Clinton Rogers, L. L. Stone, C

W. Trotter and A. B. Warren; trustees to fill vacancies, Joseph Mandery, Wil-lam T. Piumb, W. H. H. Rogers, G. Schminke, R. J. Strassenburgh, William

The nominee for president, Robert A. Badger, is secretary of Curtice Brothers

ed for President Chamber

end has been an active member of the

ARRANGEMENTS COMPLETED.

Holiday Colors To Prevail at Chamber

Preparations for the annual banquet of the Chamber of Commerce at Colonial hat Thursday evening were completed at the meeting of the dimer committee yearcray afternoon, Consultees to at-tend to the various work on classorate

dinner necessities were appointed, and all the many minor details will be set-tled to-morrow night. The seatings will

be arranged at that time, and it is hoped that all confusion will be avoided. Colonial Hall will be decorated in red and green, holiday colors, and hundreds of miniature electric lights will be hid-

den in the bank of Alabama wild smilax in from of the stage and on the tables. The speakers table will seat thirty guests and 300 will be seated at 36 tables.

Herald, DEC-12/19012

green ribbons.

Another meeting of the dinner commit Another meeting of the dinner commit-ies will be held to-morrow aftermoon. Those who want to attend the dinner and do not send in their cards before to-night will have to take the seats that are left after the selections have been made

The dinner is in charge of the following committees:

Reception committee—John F. Alden.
William C. Barry, Edward Bausch, John William C. Barry, Eward State, N. Beckley, H. C. Brewster (chairman).
E. Frank Brewster, Max Brickner, Charles J. Brown, George C. Buell, Benfamin E. Chase, Eugene T. Curtis, Michael Doyle, Albert O. Fenn, Thomas W. nel Doyle, Albert O. Fenn, Thomas W. Finucane, Charles P. Ford, James S. Graham, George C. Hollister, Alexander B. Lamberton, Julius H. Lempert, Merton E. Lewis, Daniel B. Murphy, Charles M. Palmer, Clinton Rogers, Lewis P. Ross, Eugene Satterlee, Rufus A. Stilley, Frank A. Stecher, J. H. Stedman, Henry A. Strong, L. G. Wetmore, John W. Woodbury.

C. Woodbury.
Dinner committee—William C. Barry,
fr. (chairman), Albert R. Melmer, Joseph
H. Hutchings, John M. Ives, J. George Caelber, Harold C. Kimball, Henry Marks, John C. Rodenbeck, Winifred J. Smith, Henry G. Strong, C. W. Wels, Julius I. Wile, Philip Will,

Julius I. Wile, Philip Will.
Ushers-Howard Clapp, George Culp.
J. P. B. Duffy, A. B. Enos, Louis S.
Foulkes, H. H. Garfield, William S.
Gorsine, H. C. Howlett, Nelson Sage
H. L. Trotter, Frederick Will, Jr. (chairman), William H. Wray.

Lowa's Executive and Distinguished Guests for Chamber of Commerce

Governor Albert H. Cummius of Iowa State Express to morrow afternoon ac-ording to a telegram received by Secretary Ives of the Chamber of Commercial yesterday afternoon. Hovernor Cam-mins comes here from New York, where he has Monped over on the was from Washington, and will speak on the their Washington, and will appear on 155 (arm at the annual dimer of the corporation. Dr. A. B. McKay, chancellor of MacMaster University of Toronto, will be the guest of his brother, H. B. McKay, and President Rogors will have as guests Admiral Hanford, General Olfs, Supreme Conet Justice Davy, President D. McCarthy and Secretary Clark of the Syracuse Chamber of Commerce,

Thore were not more than baif a dozen seats left at 6 o'long vesterday afforcats left at 6 o'clock yesterday after-con and everything points to a especity inner in Colonial Hall to-neurow evenber of sub-committees and also elected a reception committee and appointed the ush-ers. There will be thirty-six small tables and at the speakers' table thirty will be seated. The decorations this year will be red and green and the walls will be covered

the smilax on the speakers' table.

The following committees have been chosen: Reception committee. Henry C. Brewster, chairman, Clinton Rogers, John Millam C. Barry, Edward ire electric lights will be entwined amor

F. Alden, William C. Barry, Edward Bausch, John N. Beckley, E. Frank Brew Bausch, John N. Beckley, E. Frank Brewster, Max Brickner, Charles J. Brown, George C. Buell, Renjamin E. Charles, Eugens T. Curtis, Michael Doyle, Albert O. Fenn, Thomas W. Finneane, Charles P. Ford, James S. Graham, George C. Hollister, Alexander B. Lamberton, Julius H. Lempert, Merton E. Lewis, Daniel B. Murphy, Charles H. Palmer, Lewis P. Ross, Eugene Satterlee, Rufus A. Sibies, Frank A. Stecher, J. H. Stedman, Henry A. Strong, L. G. Wetmore, John C. Woodbury, Ushers-William H. Wray, chalman, Howard Clapp, George Culp, J. P. B. Doffy, A. R. Enos, Louis S. Foulkes, H. H. Garfield, William H. Gorsline, John B. Howe, H. C. Howlett, John P. Morse, Nelson Sage, H. L. Trotter, Frederick Will, Jr.

GUESTS OF HONOR AT THE DINNER

the June 1 812/1905 Clinton Rogers, President of the Chamber of Commerce, Has Invited Several Men of Note.

Practically All the Arrangements For the Dinner Have Been Completed. Committees Appointed.

Tickets for the Chamber of Commerce dinner on Thursday evening have prac-tically all be sold. Should anybody for any reason have neglected to purchase a ticket an effort will be made to provide a place for them, but these places are limited in number. Only those who have purchased tickets previous to to night will have places assigned to the and will have their names on the

printed list of guests.

President Clinton Rogers will have a number of friends as his persona guests and they will be seated at his table. Among them will be Former Rear Admiral of the Navy Franklin Hanford, Major General Elwell S. Ott President Rush Rhees, Justice John M Davy, Rev. Dr. Rob Roy Converse, of Rochester; General Francis ne of Niagara Falls; Hon, W. Kansdell of Albion; Dennis McCarthy president, and Harlow C. Clark, scere tary, of the Chamber of Commerce

ARRANGEMENT OF TABLES.

The arrangement of the tables will b ut the same as last year, the plan having been found to be more conven-lent and to add an element of socia bilty that could not otherwise be gained. At the speakers' table will be 30 covers, while 36 smaller tables will accommodate four to 16 each. Each guest upon entering will receive a folder containing the program of the evening, a diagram of the tables and seets, properly lettered, and lists of the names of the guest arranged by tables and alphabetically with a cross index. By this means the guest can readily find not only his own seat but also the name and place of any friend

he might wish to see in particular.
The color scheme will be green and red, colors suitable to the holiday season. On the walls will be flags in the form of shields and emblems. The windows will be covered with Alabama smilax, illuminated with hundreds of miniature electric lights. The stage curtain will be of flags and the stage in front of the curtain will be decorred with palms and electric lights. ated with paims and electric lights. The speakers' table and the five tables to the center of the hall will be desorated with smilax and miniature electric lights. The floor will be covered with crash. There will be a canopy from the door to the street and a man to attend to the carriage checks will be on duly. The cloak and check rooms are in the basement.

COMMITTEES APPOINTED. The following committees have been Reception Committee-Hon. Henry C

Brev ster, chairman; Clinton Roger John F. Alden, William C. Barry, Es-ward Bausch, John N. Beckley, I Frank Brewser, Max Brickner, Charles Brown, George C. Buell, I Chase, Eugene T. Curds, Poyle, Albert O. Fenn. Thomas Vinucane, Charles P. Ford, Junes Graham, George C. Hollister, Alexand Lamberton, Julius H. Lemport, Me DI E. Lewis, Daniel B. Murphy, harles H. Palmer, Lewis P. Ross, Edu-cue Eatterlee, Rufus A. Sibley, Fran-Stacher, J. H. Stedman, Houry A. Strong, L. G. Wetmore, John C. Wood-

Dinner Committee-William C. Barry, Dinner Committee—William C. Barry, Je., earlyman; Albert R. Helmer, Joseph H. Hutchings, John M. Ives, J. George Kaelber, Harold C. Kimball, Henry F. Marks, John C. Rodenbeck, Wintfred J. Smith, Henry G. Strong, C. W. Weis, Julius I. Wile, Philip Will, Usherz—William H. Wray, chairman;

DECEMBER 13, 1905.

STANDING ROOM ONLY FOR BANQUET

All Tickets Disposed Of For Annual Chamber of Commerce Dinner.

U8a 12-13-05 Many Ministers Will Attend and Rev. Rob Roy Converse of St. Luke's Church Will Ask Grace.

Decorators Are Busy This Afternoon at Colonial Hall-Governor Cummins to Arrive on Empire.

Evidently the warning given out by ecrtary Ives in regard to the prompt reeptance of the invitations for the ghteenth annual dinner of the Cham-er which will be held to-morrow night at Colonial Hall, have been heeded this year, for this morning Mr. Iven said that he had not a single ticket left out of the three hundred which were issued This prompt acceptance is gratifying to Mr. Ives as there is now plenty of time to have the phamplet printed which will contain an alphabetical index of all the guests present, and also a list of the guests by tables and a diagram of the positions of the tables in the hall. These phamplets will be placed at each guests seat and it is expected that they will prove a most acceptable feature as it will also most acceptable feature as ir will atlow those present to find out without difficulty if any friends whom they may wish to see is present and if so, at just which table they are located and where

that table is placed.

A final meeting of the dinner committe is being held at the Chamber of Commerce this afternoon and all of the de talls will be finally settled and the arrangement of the guests at the tables decided on. There will be thirty-six small tables and thirty of the guests will be seated at the speakers table. Many of the prominent ministers of the city will be present at the dinne and Rev. Rob Roy Converse, rector of St. Luke's Church, of which President Rogers is a member, will ask grace. Mayor Cutler will be present and will eliver a short address of welcome.
Under the personal supervision of Win fred J. Smith, decorators are busy in colonial Hall this afternoon covering the usually bare walls and ceiling with a wealth of wild Alabama smilax which is relieved here and there with little patches of red bunting and shields hold-ing American flags. The whole effect is charming and eminently fitting for

Christmas,
A dispatch received by Secretary Ives from Governor Cummins of Iowa, stated that he would arrive in this city to-morrow afternoon on the Empire State Express from New York. Governor Cummins left Des Moines last week to attend to some business in Washington and will stop in this city on his way and will stop in this city on his way back. It is expected that Mr. Page and Mr. Littleton will arrive on the same rain with Governor Cummins.

this season of the year, just preceeding

WILL COME ON EMPIRE STATE Governor Cummins, of Iowa, Telegraphs When He will Arrive.

terday telegraphed to John M. Ives, secre-tary of the Chamber of Commerce, that he would arrive in Rochester on the Empire into the city at 3:25 o'clock in the after-noon. Governor Curamins is to speak at the chamber's dinner to-morrow night on 'Calling Down and Building Up.' a disof the recent movement against

ditical bosses.

President D. McCarthy and Secretary Clark, of the Syracuse Chamber of Commerce, will be guests of Clinton Rogers, president of the chamber, at the dinner. Other guests of Mr. Rogers will be Ad-nural Hanford, General Otis and Justice John M. Davy.

John M. Davy.

Practically all the tickets for the dinner were taken yesterday. There will be accommodations for 300 persons at the dinner, and Mr. Ives said last night that he would probably have not more than half

No plate tickets are to be lasted for the dinner this year, but a booklet will be given to each guest at the hall, on which his place at the table, the location of the table and the places of all the guests will be indicated.

TEN CLERGYMEN WILL

ATTEND CHAMBER DINNER P.E -12-18-C Pretty Electrical Effect for Decerations is Planned-Arrangement of Seats Made-300 Tickets Sold.

Plans are completed for the Chamber of Commerce dinner to-night in Colonial hall. The Dinner committee worked until an early hour this morning arranging seals There are thirty-six tables was espacity Thirty will be seated at the speakers

Hon. James Breck Peckins, representative in congress, will be the tonstmas and will introduce three speakers. Their names and toasts follow: Hon. Albert B. Cummias, governor of Iowa, "Protection and Revision-Are they at war with each other?"; Hon. Marton W. Littleton, president of the borough of Brooklyn, "Failing Down and Building Up;" William H Page, jr., of New York city, "Commerce." A reception will be held at 6.30 o'clock

and at 7 o'clock the guests will be scaled A larger representation of elergymes than ever before is expected. Places have been reserved for ten. A list of those who have been invited is as follows: Rev. C. Albertson, of Central Presbyterian; Applegarth, of Park Avenue Baptist C. A. Barbour of Lake Avenue Eaptist W. S. Carter, of Central Presbyterian Thomas F. Connors, of Blessed Sacrament Rob Roy Converse, of St Luke's; C. F. Chapin, of Westminster Presbyterian; F. P. Hubbell, of Corn Hill Methodist Episco pal; F. S. Rowland, of Asbury Methodist oal; and H. H. Stebbins, former pas-

tor of Central Presbyterian. Governor Cummins of Iowa is expected this afternoon on the Empire State ex-press from New York and Hon. Martin W Littleton may come on to same train. is likely that President McCarthy of Syraon the train. William H. Page, Jr., came

be by Moll's orchestra. Winfred J. Smith has charge of decorations. A pretty novelty to be introduced will be one candle electric light bulbs hidden in the flowers on he tables. In the smilax draped around bulbs which will heighten the green ef

CHAMBER OF COMMERCE DINNER TICKETS SOLD

Last One Taken Yesterday Afternoon. Dinner Expected to be Most Suc-

cessful One Yet Held. Every one of the 300 tickets for the Chamber of Commerce annual dinner, which will be held in Colonial Hall towhich will be held in Colonial Han for-night, was sold before 5 o'clock yester-day afternoon, and the committee worked until after midnight last night in arrang-ing the sittings at the various tables. The indications are, Secretary Ives said yes-terday afternoon, that the dinner will be the most successful ever held by the Charker of Cormerce William C. Barry Chamber of Commerce. William C. Barry is the chairman of the Dinner Con Teall is the caterer and Maurice Moli s Orchestra will supply the music. It will be a thoroughly representative gathering of Rochester's business men. The guests will be sented at thirty-six tables having places for four to seventeen persons each, except the speakers' table, at which except the speakers' table, at which thirty will be seated. Each guest will be supplied with a diagram of the tables, so that he will have no difficuty in finding

his own seat or in learning where any other member is to be.

The tonstmaster will be Representative James Breck Perkins, who is expected to arrive in Rochester from Washington this morning. There will be but three speak-ers and it is expected that the last will ers and it is expected that the last will conclude his remarks not much later than 11:30 o'clock. Governor Albert B. Cummins, of Iowa, will speak on "Protection and Revision—Are They at War With Each Other?" President Martin W. Littleton, of the Borough of Brooklyn, will speak on "Falling Down and Building Up," a discussion of the recent movement against political bosses, and William H.
Page, Jr., of New York, counsel for the
United States Independent Telephone
Company, will speak on "Commerce."
There will be a reception at 6:30 o'clock There will be a reception at 6:30 o'clock and the dinner will be served at 7 o'clock. The decorations, which were practically eted yesterday, will be in green and in the form of shields and emblems will adorn the walls, and the windows will be covered with Alabama smilax, in which hundreds of miniature electric lights will twinkle. The front of the stage will be in the form of shields and rated with palms and electric lights and the flags will form the curtain. Smi-lax and miniature electric lights will be used in the decorations of the speakers' tables and the five tables in the center of the room. The decorations were prepared under the direction of Winfred J. Smith.

There will be a canopy from the door of Colonial Hall to the curb, and a man to care for the carriage checks will be on duty. The cloak and check rooms are in the basement. Secretary Ives said that it was not expected the dinner would be a financial success. Last year the ex-penses were \$500 in excess of the receipts and a deficit in the annual dinner account is looked for this year. D. + C.

SOUGHT CONVERTS

Herald Deens Preached Doctrine of Tariff Revision to Business Men. 1905.

ANNUAL BANQUET

Chamber of Commerce Function at Colonial Hall Up to Old Standard.

ATTORNEY PAGE AND DR. ALBERTSON OTHER SPEAKERS

The eighteenth annual dinner of the Rochester Chamber of Commerce measured up to the old standard—that is praise sufficient for the most ambitious dinner committee. That standard has been raised so high that it is almost impossible to surpass it in point of com-fort of the guests, beauty of surround-

fort of the guests, beauty of surroundings, picturesqueness of hall decorations and the true epicureanism of the menu. But surroundings, hall and menu do not make a banquet of the semi-public nature of the annual Chamber of Commerce dinner. After all these things are done, there comes the post-prandial pr gramme. Here is the only opportunity for surpassing excellence and the introduction of variety.

Governor Cummin 's Sought Converts.

There was one grievous disappoint-ment last night, the failure to appear of Hon. Martin W. Littleton of Brooklyn, one of the most eloquent orators of Greater New York.

Greater New York.

But in compensation there was presented Albert B. Cummin'rs, Governor of Iowa, who has made himself one of the best known men of the West by his wide and persistent advocacy of a reduction and revision of the tariff schedules, reciprocity and the enactment of railway rate legislation. He is the author of the famous "lowa idea," that ringing declaration to the effect that the tariff must be revised, so as not to afford a shelter for monopoly. He is not an impossible for monopoly. He is not an impossible candidate for President of the United States on these issues. He said he came to Rochester not as

an entertainer, but to make converts to his doctrine. While he spoke long, he spoke most eloquently and interestingly. It was a treat and a novelty; his earnestness bespoke him a close hearing, even if all his ideas were not in full sympathy with his audience at times. He gave the business men of Rochester things to think about; something that after dinner speakers do not often succeed in doing.

Committees in Charge. There was a half hour reception at Coionial Hall before the guests entered the dining room to take their seats. Greet-ings were pleasantly exchanged and at 7 o'clock all entered the large hall that had been transformed for the once into the uet room. These were the commit-

banquet room. These were the commit-tees in charge of the dinner: Reception committee—H. C. Brewster, Chairman; John F. Alden, William C. Barry, Edward Bausch, John N. Beck-ley, E. Franklin Brewster, Max Brick-ner, Charles J. Brown, George C. Buell, Benjamin E. Chase, Eugene T. Curtis, Michael Doyle, Albert O. Fenn, Thomas Michael Doyle, Albert O. Fenn, Thomas W. Finucane, Charles P. Ford, James S. Graham, George C. Hollister, Alexander B. Lamberton, Julius H. Lempert, Merton E. Lewis, Daniel B. Murphy, Charles H Palmer, Clinton Rogers, Lewis P. Ross, Eugene H. Satterlee, Rufus A. Sibley, Frank A. Stecher, J. H. Stedman, Henry A. Strong, L. G. Wetmore, John C.

Ushers—William H. Wrsy,
Howard Clapp, George Culp, J. P. B.
Duffy, A. B. Enos, Louis S. Foulkes, H.
H. Garfield, William E. Gorsline, John
B. Howe, H. C. Howlett, John P. Morse,
Nelson Sage, H. L. Trotter, Fred Will, jr.
Dinner committee—William C. Barry,
Walmer, Joseph H. Ushers-William H. Wray, chairman

chairman; Albert R. Helmer, Joseph H. Hutchings, John M. Ives, J. George Kaelber, Harold C. Kimball, Henry F. Marks, John C. Rodenbeck, Winfred J. Smith, Henry G. Strong, Charles W. Weis, Julius I. Wile, Philip Will.

Decorations of the Hall.

The hall was more profusely decorat than in any previous year, 'the long speakers' table occupied the entire north end of the hall, while the other guests were seated at smaller tables that conduced to sociability, while it reduced the seating capacity of the room. Ine stage on the east end of the hall was elaborated by decorated with potted plants, and the epeakers' table for its entire length was faced with ivy, intertwined with little electric light buibs. These same lights lined the wall space back of the guesta table. The electric effects were dazzling-Iv effective.

Fine Musical Programme.

Maurice Moll's Orchestra furnished mu-sic, occupying the saliery over the enmeet at the rooms of the co

orchestra was forced to give this four or five times while the audience sang the secompaniment. This was the musical March-Dedicated to Rochester Cham-ber of Commerce Garran ber of Commerce Garramone
Overture-Merry Wives of Windsor, Nicolal
Selection-The Isle of Bong Bong, Howard
Waltzes-Voice of Spring Strauss
Medley of Latest Popular Airs Rocker
Scenes from "Pagliace" Leon-Cavallo
Country Dance

The Menu Card.

For nearly two hours after grace was said by Rev. Dr. Roo Roy Converse, the banquetters devoted their attention to the menu, which was quite up to the old standard. It follows:

ndard. It follows:

Blue Point Oysters on Half Shell
Hearts of Celery
Chicken Gumbol In Cupa
Lobster Chops, Holandalse Sauce
Hraized Tongse, Cases
Capon Cullets, Sauce Robert
Asparagus, Butter Sauce
Potato Croquettes

Roman Punch Philadelphia Squab
Russian Salad, French Dressing Olives
Bisque Tortoni in Cases
Assorted Cakes
Coffee
Crackers Roquefort and Cream Cheese
Salted Nuts Peppermints

Toastmaster Perkins in Charge.

After the courses had been removed, the guests drew up their chairs towards the rostrum, lighted their cigars and sat down to an uninterrupted enjoyment of the feast of the soul.

President Clinton Rogers called the assemblage to order and made a brief introductory address. He called attention to the remarkable industrial growth of Rochester and thanked the dinner committee, the speakers and the toastmaster, He then introduced Congressman J. Breck Perkins, who officiated as toast-

Mr. Perkins made an admirable toast-master. He interspersed his eloquent periods with stories and enlivened the serious paragraphs with flashes of wit that stamped him as past master in the difficult art of presiding at a banquet.

Mayor Cutler Extended Welcome.

Mr. Perkins in presenting Mayor Cut-led to give the address of welcome, said: "There has never been a time that our city has been so well administered, as well governed, as well lighted and policed as under the administration of our present Mayor"-a statement that

was received with rousing cheers.

Mayor Cutter spoke most happily, though briefly. He said he thought the most courteous welcome that could be given the distinguished speakers who had come hundreds of miles to attend the dinner was to allow them all the time possible. On behalf of the Chamber of Commerce and the city of Rochester he

bid them welcome.

The toastmaster introduced Governor Albert B. Cummins as the first speaker on the toast list. He spoke of his attitude on the tariff and in presenting him said. We have the right man in the right place when Governor Cummins of Iowa speaks to the merchants and manufac-turers of Rochester."

Protection and Revision.

Governor Cummins spoke without notes in an off hand persuasive manner for over an hour, confining himself closely to the published topic, "Protection and Revision—Are They at War With Each Other?" He quoted liberally from the tariff schedules in the steel and iron industries and made a speech that was hard to reproduce adequately in cold type and within reasonable space, but that sounded well and held attention un-

til the finish.
In introduction he congratulated Rochester on the makeup of its citizenship as well as the splendid quality of its chief executive. "No wonder," he said, "Rochester has grown with such a body of progressive men. I can give you no higher compliment than to say you look to me just like lowa men. If I could enlist this mighty company to favor the tariff changes, I believe, to quote a forcible expression that I hope the clergy will pardon, that I could convert Hell to be Methodist. No wonder this state and this nation is prosperous. One has but to look into the eyes of American citizens to know there is a spirit that knows

Not a Stand Patter.

"I am glad to know you are prosper ous, but this very prosperity is often put forth as an argument against any change, 'Stand pat,' they say. 'Why change the tariff? We are prosperous?' Yet our President is trying to introduce changes in the transportation laws of the country. Why does not he stand pat? The distinguished Secretary of the Treasury, from my own state, spoke in Buffalo last night in favor of a change of the currency laws. Why does not he stand pat? We are all so prosperous! So

with every problem.
"The American people have mastered the science of production in a remark-able degree. We have increased our prosperity beyond that of any nation of the earth, but we have not mastered the science of distribution. Something remains to be done to see that every toiler

Protection No Longer an Issue. "The American people have been discussing the tariff for 115 years. The main discussion has been between the two op-

TOWA'S GOVERNOLD just so make the city of the country of the count

longer presents itself as an issue.

'I speak to-night from the standpoint of a man who believes it is not only possible for a government to divert the channels of commerce, but that it is its channels of commerce, but that it is its highest duty to do so for the benefit of its own citizens. I come among you as a man who believes this polley of protection has contributed more than any other policy ever adopted by the United States government to aid the people. I believe in maintaining this principle. But it is not enough to say that all laws should be for the common good; that is admitted by all. But there burks a admitted by all. But there lurks a menace in the growing power of the great corporations that it will require all he patriotism of our people to avert.

Wants Tariff Revised.

"I believe there are some schedules in the tariff law that should be reduced and I believe the entire law should be re-vised to meet conditions that have changed since 1897. Tariff schedules should not be changed for light or trivial reasons. Stability is demanded and no changes should be made unless the good to be accomplished far overweighs the damage that may be done. "I admit any change will somewhat

unsettle business conditions, but I be-lieve the revision of the tariff at the hands of the men whose policy is known and whose devotion to protection has been shown, will create less disturbance than has been seen before when tariff laws have been changed.

Object of Protection.

"Protection duties should only be high enough to enlist capital, compensate the workingman fairly for his labor and equalize production with that of foreign nations. Let no man criticise Congress because it has not already acted. That body reflects American sentiment, and the change will be made when public sentiment demands a change." The speaker took up the steel and iron

schedules as illustrations of the inequali-ties of the present tariff. He quoted at length from the scale of duties and emphasized the duty on steel rails of \$7.84 per ton. There was exported in steel rails alone last year \$10,288,346 and this product was sold abroad as low as \$18 nd \$20 a ton, against \$28 to home con-

Duties on Steel and Iron.

"It is argued that our steel and iron exports, although they aggregate the enormous sum of \$134,727,921, are only 3 per cent of the home consumption. I do not care what the prices are abroad unless the American people are, by reason of the high tariff schedules, forced to pay too high a price for the product. In former years the argument was that it did not matter much what the tariff rates were, as domestic competition would keep down the price to a fair American value. The argument does not apply, since competition has been elim-inated by the gigantic corporations that

The speaker made a strong argument in favor of reduction of the tariff on steel and iron. Incidentally, he favored the abolition of the tariff on lumber. In con-

clusion he spoke on reciprocity,
"This is the mightlest country on the
earth," he said. 'We have grown wonderfully in the past. But I cannot understand the spirit that insists we have reached the climax. No growth is the beginning of decay. The people are slow to act but when they do act, they move with a grandeur that vindicates the wis-dom of free institutions. When they march, it will not be under a banner that simply reads, 'Stand pat:' They will step o the music and write on their flag, 'Let us go on and up."

Attorney Page on Commerce.

Following Governor Cummias, the toastmaster introduced William H. Page, jr., of New York, who has recently come before the eye of the Rochester public as the attorney and one of the chief promoters of the new United States Independent Telephone Company. His topic was

In introduction, Attorney Page paid a high compliment to Rochester products that are sent all over the world. He in-stanced the Cutler mail chutes, the Kodak and other local goods that have a world-wide fame. His peroration was most eloquent. He said: "Rochester's achievements have been

her own, and may they remain so. Her people, notwithstanding their successes are satisfied with their city and continue in all respects loyal to her, in that they remain and enjoy their lives here. She presents that rarest of civic virtues, sel-dom litustrated in modern days—a city expanded on the lines of a gigantic family, the people of whom, having wisely acquired their money, demonstrate how best to spend it—at home.

"It is a source of congratulation to your guests to have the honor of being here, to greet you and to be greeted by you. The Chamber of Commerce and the city of Rochester are entitled to the clos-ing toast, which I now have the honor of extending on their and my own be-half; long may the city of Rochester continue to grow apace, as she has grown in the decades which have elapsed since Nathaniel Rochester cast his lot in her fertile valleys; and may succeeding gen erations of the pillars of this com continue to represent her at home and abroad with the same credit and e clency and beneficial results to her com guished citizens of this con it around us. That these things may be realized in the immediate future and

Rev. Dr. C. C. Albertson, pastor of Central Presbyterian Church, was the last speaker and took as his topic "Our Country's Growth." He traced the geographic, commercial and diplomatic ex-pansion of the United States for the past three centuries, and then turned to a onsideration of American growth in th that there are five elements in commer-cial growth—coal, iron, abundant raw naterial, cheap labor and access to markets All of these, the speaker said, America possesses and will possess more abundantly with the completion of the sthmian Canal.

The speaker continued that militarism is not American danger, but that the naval efficiency of the country should be increased. Three great problems, he stat-ed, confront America, citing them as in-dustrial strife, political corruption and lebased ideas of commercial honor. The forces to solve these problems, he con-tended, are already at work. The great-est power in this direction is that of nle truth "It has taken the world a prehend that 'a man's life consisteth no in the abundance of things which he poseth,' but little by little conscience become the common law of every con

List of Guests. Following is the complete list of guests the banquet with their arrangement at

the tables:

Speakers' Table—Michael Doyle, William C. Barry, E. Franklin Brewster, Charles J. Erown, Benjamin E. Chase, Charles P. Ford Daniel B. Murphy, Dennis McCarthy, George C. Hollister, Justice John M. Davy, Rush Rhees, LL. D.; Rear Admiral Franklin Hanford, Roy Roy Converse, D. D.; Hon. Martin W. Littleton, Hon. James Breck Perkins, Clinton Rogers, Governor Albert E. Cummins, Hon. James G. Cutler, Major General Elwell S. Otis, William H. Page, Jr., General Francis V. Green, Hon. Henry C. Brewster, S. A. Lattimore, LL. D.; Rufus A. Sibley, Max Brickner, Alexander B. Lamberton, Julius H. Lempert, James S. Graham, Harlow C. Clark, John M. Ives.

Table B-I. P. Allen, H. Wheeler Davis, George B. Davis, Harry Davis, M. B. Fox. George R. Fuller, T. P. Ford, M. D. Knapp, A. E. Moore, John P. Morse, E. D. Putnam, F. W. Smith, Frank Taylor, harles A. Tucker, Charles L. Yates, F. W. foller. Table C-Charles S. Alden, Albert D. Ba-

Table C.—Charles S. Alden, Albert D. Bacon, George R. Bausch, W. H. Burke,
A. H. Bown, W. C. Embury, Dr. A. C.
Hermance, W. A. Judd, Dr. John M. Lee,
R. H. Parks, Alexander T. Simpson, Walter E. Webb.
Table D.—William T. Bradley, E. J.
Chappell, Dr. E. H. Earl, George F. Gallagher, Dr. E. H. Lapp, Ralph T. Olcott,
Fred G. Sweet, S. R. Snock, E. H. Sowers,
Table E.—Thomas F. Adkin, C. S. Clark,
L. Darbyshire, Walter J. Duffy, H. Harwood Garfield, Mark G. Goddard, R. C.
Kershner, S. H. Mora, G. A. Mann, R. J.
Strasenburgh, C. B. Westover,
Table F.—Wilmot Castle, Thomas S.
Johnston, Louis Johnston, Henry J.
Moore, W. H. H. Rogers, A. J. Townson,
Table G.—B. G. Bennett, Milton E. Gibbs,
Dr. N. D. McDowell, A. V. Smith, Winfred J. Smith, Lansing G. Wetmore,
Table H.—Edward D. Chapin, Herbert C.
Howlett, Charles E. Lyon, Henry F.
Marks, William J. Trimble, Elmer G.
Zieres,
Talls I.—Charles E. Crouch, Charles G.

Age of the control of

G. D'Olier, Louis S. Foulkes, J. V. Givin, J. B. Griffith, W. H. Wamsley, George B. Watkins.

Table O-John Connors, Rev. Thomas F. Comors, Joseph P. Doyle, John S. Keenan, J. Adam Kreag, Charles J. Maloy, Lawisnee J. McGreal, Andrew Wegman.

Table P-Rev. C. A. Barbour, A. S. Colebrook, Chester P. Griffeth, V. M. Graham, C. S. Gibbs, H. B. McKay, A. C. McKay, W. L. Paterson.

Table Q-T. F. Ashe, John Drechler, O. K. Foote, George N. Hewes, J. A. McBride, Charles W. Vredenburg, Max Wineburgh, Dr. P. H. Smith,

Table R-Honry Barnard, Paul T. Markoff, W. J. Roblisson, S. S. Simonds.

Table T.-Thomas H. Barker, Charles A. Jorian, G. E. Mosher, J. M. Walmsley, Table L. William C. Barry, Jr., George C. Buel, George C. Gordon, Bernhard Lieschirg, Dr. Joseph Roby, S. S. B. Roby, H. G. Strong,

Table U-Wälliam C. Barry, Jr., George C. Buel, George C. Gordon, Bernhard Lieschirg, Dr. Joseph Roby, S. S. B. Roby, H. G. Strong, Table W-H, P. Brewster, A. M. Cham-erlain, W. M. Eaton, Thomas W. Finu-ane, Albert O. Fenn, Granger A. Hollis-Table X. F. A. Brownell, Edwin W. Bur-n, B. H. Davy, William E. Dugan, corge L. Primrose, T. J. Swanton, Peter Yay, Table Y.-L. B. Watton, Peter Table Y.-L. B. A Vay,
Table Y-L B. Eldridge, W. J. Graham,
W. S. Grant, W. D. Hayes, W. J. Naylon,
Lee Richmond, M. P. Whipple,
Table Z-J. Frank Dale, I. J. Fisher,
Philip Present, Howard H. Sneck, Julius
Sidil, F. P. Van Hoesen, F. S. Miller,
Table AA-Frank B. Decker, F. T. Ellison,
James S. Hayens, M. P. Howell, Willert A. Narmore, William T. Plumb, Dr.
Chaties R. Sumner, Rev. William S. Carter.

Charles R. Sunner, Rev. William S. Carler, Table BB—Rev. H. C. Applegarth, W. H. Duffett, John C. McCurdy, Griff D. Palmer, Rev. F. S. Rowland, H. S. Searle, Lewis Sunderlin, A. L. Thompson, Table & C. C. Albertson, Dr. A. Dann, George C. Haines, J. C. Kalbfelsch, Rev. John Nieum, H. H. Pryor, Table DD—Mortimer J. Cullinan, Jomes Fee, John B. Howe William B. Mvia-erabe Maurice J. Murphy, John H. Wallace, Arthur Warren, Table EE—J. A. Benjamin, Atbert R. Helmer, James McCabe, J. T. Shumaker, David Salyerds, Table FF.—W. B. Armatrong, Robert, Bannard, F. H. Clement, Percy B. V. Long, T. W. Newcomb, Table GG—Rev. Charles B. Chapin, H. B.

Table H.H.-Egbert F. Aehley, George Dietrich H.C. Kimbail, Edmind Ocum-onogh, William S. Riley, Hon, George H. Steith, Charles H. Wiltsie.

Steith, Charles H. Claup, Louis C. Rogers, M. M. Fleesen, Theodore J. Vogel, J. Charles J.-George J. Haftner, John J. Keith, William J. C. Karle, William Karls, The William J. C. Karle, William Karls, Joseph Post, H. H. Rich, Joseph Post, H. H. Rich, Table Lix-Glies B. Miller, George G. Roe, Dr. J. La Thorpe, Dr. John C. Brunnart, Press Table-Charles E. DePuy, William H. Hart, A. W. Moore, Charles M. Thoms.

THE EVENING TIMES, FRIDAY, DECEMBER 15, 1905,

GOVERNOR CUMMINS TALKS ON TARIFF REVISION AT BANQUET OF CHAMBER OF COMMERCE

PROTECTION AND REVISION. us Westerner had preceded him was excived with enthusiasm. His address as given the closest attention by the except and appeared to make a pro-

ound impression. It is as follows PROTECTION AND REVISION. Governor Cummins spoke witho hour, confining himself to the pul shed topic, 'Protection and Revision tre They at War With Each Other? edules in the steel and from indus rice and made a speech that was hard o reproduce adequately in cold type and within reasonable space, but that nded well and held attention unril

tochester on the makeup of its citizenhip as well as the splendid quality of its chief executive. "No wonder," he said, "Rochester has grown with such body of progressive men. I can give could enlist this mighty company to over the tariff changes, I believe, to note a forcible expression that I have no clergy will pardon, that I could con-err Hell to be Methodist. No wonder his state and this nation is prosperous spirit that knows no defeat.

NOT A STAND PATTER.

"I am glad to know you are pros-perous, but this very prosperity is often out forth as an argument against are change. 'Stand pat,' they say. Why change the tariff? We are prosperous?' the country. Why does not be stand out? The distinguished Secretary of the Treasury, from my own state, spoke in Buffalo last night in favor of a change of the currency laws. Why does not he stand pat? We are all so pros-perous! So with every problem. "The American people have mastered

the seience of production in a remarkable degree. We have increased our the science of distribution. Something he battle for existence.

PROTECTION NO LONGER AN

"The American people have been dis-cussing the tariff for His years. The main discussion has been believed the two opposing forces. One favored the protective system and the other a sys-tem adjusted solely to produce revenue. Now, after 115 years of dispute, I bes-leve that issue has been prevented. nery that it no longer presents itself an Issue.
'I speak tonight from the standpoin

man who believes it is not only de for a government to divert the wa citizens. I come among y

WANTS TARIFF REVISED. T believe there are some -

whould not be changed for light trivial reasons. Stability is demanded no changes should be made and

ansettle business conditions, but I tion has been shown, will create to

OBJECT OF PROTECTION. Protection duties should only be of foreign nations. Let no man erits clise Congress because it has not a ready acted. That body reflects Amer ican sentiment, and the change will be made when public sentiment demands a change,"

The speaker took up the steel and from schedules as illustrations of the inequalities of the present tariff. He quoted at length from the scale of duties and emphasized the duty on steel rails of \$7.84 per ton. There was exported in steel rails above net year \$10,288,336 and this product was sold

DUTIES ON STEEL AND IRON. It is argued that our steel and ire do not care what the prices are alreforced to pay too high a price for the product. In former years the argument was that it did not matter much what the tariff rates were; as domesargument does not apply, since competition has been eliminated by the glantic corporations that have been

wonderfully in the past. But I cannot is the beginning of decay. The peotions. When they murch, it will no sic and write on their flug. 'Let us go

IMPORTANCE OF COMMERCE. William H. Page, Jr., of New York, general counsel for the United States Judependent Telephone Company, spoke on "Commerce." The address of Mr. Puge was remarkable for its soundness

The subject "Commerce," which I have been hold crough to take tonight, and to which I hope to confine rayself, is second



ROCHESTERS IMPORTANT POSITION

galaxy of "Captains of Centlys G

green and red to correspond with the dee-

-

of the Central Presbyterian Church. who at the last moment was substituted for Hon, Martin W. Littleton, was elo-quent and convincing in his speech on "Our Country's Growth."

POPULAR SONGS SUNG.

During the course of the banquet number of ringing popular songs were number of ringing popular soings were sung by the guests. Among their were "America." "Tummany." "Down Where the Wurzberger Flows." "The Star Spangled Banner" and "Everybody Works But Father." The music was by Moll's Orchestra. Teall was the caterer. The Reception Committee and the refers are a follows:

the ushers are as follows:
Reception Committee—H. C. Brewster, Chairman; John F. Alden, William C. Barry, Edward Bausch, John N. Beckley, L. Franklin Brewster, Max Brickner, Charles J. Brown, George C. Buell, Benjamin E. Chase, Eugene T. Curtis, Michael Doyle, Albert O. Fenn, Thomas W. Finucane, Charles P. Ford, James S. Graham, George C. Hollister, Alexander B. Lamberton, Julius H. Lempert, Merton E. Lewis, Daniel B. Murphy, Charles H. Palmer, Clinton Rogers, Lewis P. Ross, Eugene H. Satterlee, Rufus A. Sibley, Frank A. Stecher, J. H. Stedman, Henry A. Strong, L. G. Wetmore, John C. Wood-

Ushers-William H. Wray Chairman: Howard Clapp, George Culp, J. P. B. Luffy, A. B. Enos, Louis S. Foulkes, H. H. Garfield, William H. Gorsline, John B. Howe, H. C. Howlett, John P. Morse, Nelson Sage, H. L. Trotter, Fred Will, Jr.

SEATED AT THE TABLES. A complete list of the guests at the canquet with the tables at which they were seated is as follows:

SPEAKERS' TABLE.

SPEAKERS TABLE.

Rankin Doyle, William C. Barry, E. Fankin Brewster, Charles J. Brown, enjamin E. Chase, Charles P. Ford, aniel B. Murphy, Dennis McCarthy, icorge C. Hoffister, Justice John M. Bay, Rush Rhees, L. L. D. Rear Adelral Franklin Hanford, Rob Roy Concrese, D. D., Hon, C. C. Albertson, D. D., Jon, James Breck Perkins, Clinton Rog-fre, Governor Albert B. Cummins, Hon, Iames G. Cutter, Major General Elwell S. Otis, William H. Page, Jr., General Francis V. Green, Hou, Henry C. Brewster, S. A. Lattimore, L. L. D. Rufus A. Sibley, Max Brickner, Alexander B. Lambetton, Julius H. Lempert, James S. Graham, Harlow C. Clark John M. Ives.

TABLES,

A.—Alden, John F. Hausch, William,



B. B. Fuller, George R.; Ford, T. P.;
napp, M. D.; Moore, A. E.; Morse, John
, Futham, E. D.; Smith, F. W.; Taylor,
rank; Tucker, Charles A.; Yates,
incles I.; Zoller, F. W.
C.—Alden, Charles S.; Geon, Albert D.;
ansch, George R.; Burke, W. H.; Bown
H.; Jinbury, W. C.; Hermanes, A. C.,
re; Judd, W. A.; Lee, John M. D.;
rarks, R. H.; Simpson, Alexander T.;
Velb, Watter F.

R.—Castle, Wilmot, Johnston, Thomas S.; Johnston, Louis: Moore, Henry J.; Rogers, W. H. H.; Townson, A. J.; G.—Bennett, H. G.; Gibbs, Milton E.; McDowell, N. D., Dr.; Smith, A. V.; Smith, Wintred, J.; Wetmore, Lansing G. H.—Chapin, Edward D.; Howlett, Horbert C.; Lyon, Charles E.; Marks, Henry F.; Trimble, William J.; Zheres, Eliner G.; L.—Crouch, Charles E.; Dumont, Charles G.; Denny, John Jr.; Elston, H. K.; Mohr, Jacob, Suge, Noison, J.—Alderman, Harty O.; Clements, John W.; Pheterlace, W. D.; Tratter, H. J.; Underhill, Eugene F.; Rodenbeck, John C.; K.—Brayer, John F.; Foster, S. B.; Gering, J.; Howard, E. H. Le; Kondell, M.; Potter, E. B. Dr.; L.; Kondell, M.; Potter, E. B. Dr.; L.; Duffy, J. P. B.; Garsline, W. H.; Jorskine, Richard, Hiekey, J. G.; Will, Phillips Will, Frederick; M.—Chaujo, C. T.; Clark, Milton; Hotchtiss, James L.; McSweeney, E.; Ramsdell, V. J.; Weldon, James Z.; McSweiner, K.; Givlin, V.; Grimth, J. B.; Wamsley, W. H.; Atkins, George, B.; O.—Connors, John, Connors, Thomas F.; Lev.; Doyle, Joseph P.; Keenan, John S.

V.—Boller, Charles, Rrown, Thomas F.;
Gunder, Louis, King, F. R.; Prophet,
John, Woodworth, Ernest, Wray, William
H.
W.—Rrewster, H.—P.; Chamberlain, A.
M.; Eaten, W. M.; Flucene, Thomas W.;
Fenn, Albert O.; Heillster, Granger A.;
M.; Daten, W. H.; Hougan, Thomas W.;
Fenn, Albert O.; Heillster, Granger A.;
M.; Daten, J. J.
W.; Davy, R. H.; Dugan, William E.;
Frimrose, George L.; Swanton, T. J.; Vay,
Peter A.
Y.—Eldridge, L. B.; Graham, W. J.;
Grant, W. S.; Hayes, W. D.; Naylon, W.
J.; Richmond, Lee; Whipple, M. P.
Z.—Dale, J. Frank; Eisher, I. J.; Present, Philip; Sneck, Howard H.; Stoll,
Julius, Van Hoesen, F. P.; Miller, F. S.
AA.—Decker, Frank E.; Ellison, F. T.;
Havens, James S.; Howell, M. P.; Naramore, Wilbert A.; Plumb, William T.;
Sunner, Charles R. Dr.; Corter, William
S., Rev.
B.—Applegarth, H. C., Rev.; Duffett,
W. H.; McCurdy, John C.; Palmer, Griff
D.; Rowland, F. S., Rev.; Searle, H. S.;
Sunderlin, Lewis, Thomoson, A. L.
CC.—Albertson, C. C., Dr., Dann, A., Dr.,
Hulnes, George C.; Kalbfleisch, J. C.; Nicom, John, Rev.; Pyor, H. H.
DD.—Cullinan, Mortimer J.; Fee, James,
Howe, John B.; Mylacraine, William B.;
Murphy, Maurice, J.; Wallace, John H.;
Warren, Arthur,
EE.—Benjamin, J. A.; Helmer, Albert R.; McCahe, James, Shumaker, J. T.;
Salverds, David.
FF.—Armstrong, W. B.; Bannard, Rolsert; Clement, F. H.; Dutton, Percy B.;
Newcomb, T. W.
GG.—Chaplin, Charles B., Rev.; Graves,
H. B.; Hubbell, H. P., Rev., D. D.; Lent,
George A.; Mason, C. H.; Towher, George
H. Wheeler, H. &.; Bebert F. Duetrlell,
George Kimbatt, H. C.; Ocumpsugo, Edmund; Riley, William S.; Smith, George
H. Hon, Willste, Charles H., Lewis, Silney, F.
Post, Joseph; Riel, H. H.; Rogers, Louis, C.;
Thiessen, W. M.; Vogel, Thoms,
Charles M.; Associated Fees, John J.
Karle, William H.; Moort, A.; Press, Democrat,
and Chronicle, E.; Poper, G.;
Theres Table—Depuy, Charles E.; Hart,
William H.; Moort, A. Pers, Democrat,
and Chronicle, E.; Poper, G.;
Theres Table—Depuy, Charles E.; Hart,
William H.; Moort, A.;
William J.; C.; Karles, Joh

THE POST EXPRESS: DECEMBER 15, 1905.

THOUGHTS FOR **BUSINESS MEN**

Able Addresses on Commercial Problems of the Day.

AT CHAMBER OF COMMERCE FETE

Governor Cummins, of Iowa, Argues for Tariff Revision-Commerce and the Country's Growth.

For its always fair weather when good fellows get together
With a stein on the table and a good song
ringing clear.

Colonial hall rang with song, laughter and applause during six enjoyable hours last night on the occasion of the eighteenth annual dinner of the Rochester Chamber of Commerce, Mora than three hundred business and professional men were present. They listened to addresses praising the city of Rochester, recounting its era of marked industrial prosperity and its effective municipal administration, and to able discussions of the tariff, reciprocity and the expansion of

In point of arrangement, convenience for guests, beauty of decorations and sociability, the dinner of 1905 goes on record as unsurpassed in the history of the chief of Rochester's public dinners. The pleasure of the occasion was enhanced as usual by the custom of the organization of arranging the seating so that guests may select their associates at the tables. Round and square tables, large and small, symmetrically placed, occupied the large floor space in the most pleasing manner. The brilliancy of the scene was due in great measure to the decorations, which were elaborate. Walls and ceiling were draped with the na-tional emblem. Hundreds of incandes-cent and are lights shone from every



CLINTON ROGERS. Pres dent Chamber of Commerce.

ide. Smilax was used in profusion omplete the color scheme which was rel and men throughout, the holiday col-rs; the unused stage of the hall was

and foliage; the cigars were served in red and green ribboned bundles.

A feature of the dinner was the singing

of popular songs by the guests, all rising at the opening of "America," "Die Wach am Rhine" and "The Star Spangled

After an invocation by Rev.Dr.Rob Roy Converse, President Clinton Rogers made some introductory remarks. The men tion of Mayor Cutler's name was greeted with vociferous applause. This was repeated when the toastmaster, Congressman James Breck Perkins, referred to the prosperity of the city and the prominent part taken in its progress by the mayor.

the mayor.

A governor, a lawyer and a minister were the principal speakers. The first of these was Hon. Albert M. Cummins, governor of lowa, whose subject was "Protection and Revision—are They at War with Each Other?" William H. Page, jr., New York years, paged, coursel, for the of New York, general counsel for the United States Independent Telephone company, spoke on "Commerce." It was expected that President Martin W. Littleton, of the borough of Brooklyn, would speak, but he was unable to be present. In his place Rev. Dr. Charles C. Albertson, of Central Presbyterian church of this city, spoke on "Our Country's

Prosperity of Rochester.

In his introductory remarks Congress man Perkins said:

man Perkins said:

The dinner this evening is an especially auspicious one, and we are unusually favored in the prominence of our guests who have come from afar to address us. It is niting that this dinner of the Rochester Chamber of Commerce should be unusually billiant. There has never been a time when our city was growing with such rapidity as now. There has never been a time when its manufacture and its wealth und its population and its prosperity were increasing as rapidly. There has never nen a time when we have had among us o many men who are becoming rich, even the time of the comment of the

pinlon the greatest compliment that ould be extended to the speakers of the evening would be to give them all the time to be heard.

Governor Cummins's Address.

The noted advocate of reciprocity, Goveenor Cummins, was introduced with a trong expression of appreciation by the austmaster. Governor Cummins pre-need his address with complimentary decences to Rochester and the Chamber of Commerce. He passed easily from congratulation on the prosperous condi tion of this city, in common with the en-tire country, to the statement that while no American looks with greater enthuiasm upon this era of prosperity than does he, still it is suggestive of the neces-sity for a revision of the tariff law in order to sustain present conditions. have asked why, when the country is so prosperous, should any a propose a change in the tariff law? He referred to such inquirers as the "stand patters." Others besides himself, said the speaker, see the necessity for amendments to the laws. The secretary of the treasury spoke in Buffalo on Vednesday night, advocating a radical change in the cur-rency system to meet disasters that may threaten. The President of the United States is an ardent advocate of a change in the transportation laws. Tariff reform has been discussed for 115 years. In the main this discussion has been between opposing schools of thought; one has been for the protective system of import duties, the other for a system of duties adjusted solely with reference to the



HON. JAMES ---- PERKINS, Tonstmuster, amber of Commerce Banquet.

duced. As a case in point he cited the tariff on iron and steel in a crude or semi-crude state. After stating the figures of the tariff he said that it could be proved indisputably that the com-modities under discussion can be produced as cheaply in this country as in any other. Such a statement, he said, is not true of all commodities. The exports of steel and Iron in 1905 have amounted to \$134,000,000, Yet only 3 per cent, of the output is sent abroad; therefore the people of America have been paying excessive prices on 97 per cent, of the output of the steel and iron foundries as the result of the tariff schedules, for it is a fact that steel rails have been sold in Mexico and other coun tries for from \$6 to \$10 less than they have been sold in this country. "Excessive protection without competi-

tion," said the speaker, "makes a market in which the seller is the master and the buyer is the slave; therefore, we should be more solicitous than ever before that the point in the tariff duty at which the foreigner has not an advantage over the home producer is not lifted up beyond a fair profit for our own people.

Governor Cummins declared his belief

in the right of the government to restle and divert the channel of commerce, say ing that it was at times its most sacred duty to do so. It was a wise course for a government, he said, "to override and right instead of might." He continued:

The Danger That Lurks.

"It is not enough for me to repeat th trite saying that all law should be enacted for the public zood. As proud as we are of our country, you and I know that



porate interests there lurks a danger that will require all the force and virtue of the American people to avert. All great corporations and interests have a selfish influence, and they will see to it that such policies are adopted and such laws passed as will conserve their interests; and, if you and I do not constantly and patriotically discharge the highest du-ties that fall to us as citizens, these sel-fish interests, which are of the highest concern, will devert our laws from ef-

fecting the greatest good to all."
In conclusion Governor Cummins referred to the advancing price of lumber. cited the fact that the pine forests of the orthern United States have been obliterated, declored that within fifty years at the present rate of cutting of timber. the pine forests of the South and West will be completely removed and said that t is a question whether it would not have been wise statesmanship to have Howed the lumber of the great Canadian forests to come in free of duty and not to have touched an axe to a tree in the United States, reserving the home supply for the time when all other sources hav been exhausted.

were present:

Speakers' Table—Michael Doyle, William C. Barry, E. Frankila Browster, Charles J. Brown, Renjamin E. Chase, Charles P. Ford, Daniel B. Murphy, Dennis McCarthy, George C. Hollstor, Justice John M. Davy, Dr. Rush Rhees, Rear Admical Frankila Hanford, Rev. Dr. Ro. Roy Converse, Hon. Martin W. Littlem, P. Greverse, Hon. Martin W. Littlem, Roy Converse, Governor Albert B. Cummins, Hon. James G. Cultier, Major General Edwell B. Otte, Green, Hon. Henry C. Brewster, Dr. S. A. Lattlmore, Rufns A. Sibley, Max Brickner, Alexander B. Lemberton, Julius H. Lempert, James S. Graham, Harlow C. Clark, John M. Ives.

Table A-John F. Alden, William Bausch, Edward Bausch. Henry Bausch, R. E. Danforth, Arthur B. Enos, P. A. Fowler, J. T. Hutchings, Dr. R. H. Hothelmz, J. George Kaelber, S. C. Langslow, Gilbert G. McPherson, Charles H. Prilmer, George F. Roth, John N. Rauber, Frank A. Stecher, C. W. Wies, Dr. F. W. Zimmer, Table B.—I. P. Allen, H. Wheeler Davis, George R. Fuller, T. P. Ford, M. D. Moore, A. E. Moore, John P. Morse, E. D. Putnam, P. W. Smith, Frank Tayler, Charles A. Tucker, Charles S. Alden, Albert D. Bacon, George R. Bausch, W. H. Burke, A. H. Boyn, W. C. Embliry, Dr. A. C. Hersen, R. M. B. Boyn, W. C. Embliry, Dr. A. C. Hersen, R. M. B. Boyn, W. C. Embliry, Dr. A. C. Hersen, R. M. B. Boyn, W. C. Embliry, Dr. A. C. Hersen, R. M. B. Boyn, W. C. Embliry, Dr. A. C. Hersen, R. M. B. Boyn, W. C. Embliry, Dr. A. C. Hersen, R. B. Boyn, W. C. Embliry, Dr. A. C. Hersen, R. B. Boyn, W. C. Embliry, Dr. A. C. Hersen, R. B. Boyn, W. C. Embliry, Dr. A. C. Hersen, R. B. Boyn, W. C. Embliry, Dr. A. C. Hersen, R. B. Boyn, W. C. Embliry, Dr. A. C. Hersen, R. B. Boyn, W. C. Embliry, Dr. A. C. Hersen, R. B. Boyn, W. C. Embliry, Dr. A. C. Hersen, R. B. Boyn, W. C. Embliry, Dr. A. C. Hersen, R. B. Boyn, W. C. Embliry, Dr. A. C. Hersen, R. B. Boyn, W. C. Embliry, Dr. A. C. Hersen, R. B. Boyn, W. C. Embliry, Dr. were present:

THE EVENING TIMES, DECEMBER 15, 1905

Chof: Domotan. P. J. Hunting, S. E.;
Haverstick Frunx: Will, J. 1
T.-Baker, Thomas H.: Jordan, Charles
A. Mosher, G. E.: Walmsley J. House, Goorge C.; Liesching, Berric
hard: Roby, Joseph D. P.; Roby, S. S. B.:
Strong, W. H.
W.-Brewster, H. P.; Chamberlain, A.
M.: Satron, W. M.; E. Promiet,
H. W.-Brewster, H. P.; Chamberlain, A.
M.: Satron, W. M.; Finness, P. House, Thomas W.:
From, Albert O.; Hollster, Grouge A.;
N. H. W.-Brewster, H. P.; Chamberlain, A.
M.: Satron, W. M.; Davy, R. H.; Digan, William E.;
Frimrose, George L.; A.; Burton, Edwin
W. H. H. Rogers, A. J. Townson
W. H. W.-Brewster, H. P.; Chamberlain, A.
M.: Satron, W. M.; Burton, W. M.; Burton, G. Goorge, C.; Liesching, Berric
W.-Brownell, F. A.; Burton, Edwin
W. H. H. Rogers, A. J. Townson, Thomas W.;
Frimrose, George L.; A.; Saraham, W. J.;
Frimrose, George L.; A.; Saraham, W. J.;
Frimrose, George L.; Saraham, W. J.;
Frimrose, R. H. Goorge, C.; Liesching, Berric
W. Davy, R. H.; Digan, William E.;
Primrose, R. H. Digan, William E.;
Primrose, R. H. Goorge, C.; Liesching, Berric
W. Davy, R. H.; Digan, William E.;
Primrose, R. H. Digan, William E.;
Primrose, R. H. Goorge, C.; Liesching, Berric
W. H. H. Rogers, A. J. Townson, Control of a revenué.
W. H. H. Rogers, A. J. Townson, Thomas W.;
Primrose, George L.; Savanton, T. J.; Vay.
Primrose, R. H. Digan, William E.;
Primrose, R. H. Digan, William E.;
Primrose, R. H. Goorge, R. H.; Graham, W. J.;
Frimrose, R. H. Goorge, R. H.; Graham, W. J.;
Frimrose, R. H. Goorge, R. H.; Bradley, E. J.
W. H. H. Rogers, A. J. Townson, C. S. Clark, W. H. H. Rogers, A. J. Townson, Thomas W.;
Primrose, George L.; Savanton, T. J.; Vay.
Primrose, R. H. Digan, William E.;
Primrose, R. H. Digan, William E.;
Primrose, R. H. Goorge, R. H. Bradley, E. J.
W. H. H. Rogers, A. J. Townson, C. Goorge, R. H. Bradley, E. J.
W. H. H. Rogers, A. J. Townson, C. S. Clark, C. H. Sownson, C. S. Clark, C. Marks, William J. Trimble, Elmer G. Ziereg.
Table I.—Charles E. Crouch, Charles G. Dumont, John Denny, Jr., H. K. Elston, Jacob Mohr, Nelson Sage.
Table J.—Harry O. Alderman, John W. Cloments, W. D. Photeplace, H. L. Trotter, Eugene F. Underhill, John C. Rodenbeck,

Table J.—Harry O. Alderman, John W. Cloments, W. D. Photeplace, H. L. Trotater, Eugene F. Underhill, John C. Rodenbeck,
Table K.—John F. Brayer, S. B. Foster, J. Gerling, Dr. E. H. Howard, M. Kondolf, Dr. E. B. Potter, L. Gerling, Dr. E. H. Howard, M. Kondolf, Dr. E. B. Potter, J. Gerling, Dr. E. H. Howard, M. Kondolf, Dr. E. B. Potter, Table L.—J. P. B. Duffy, W. H. Gorsilne, Richard Gorsline, J. G. Hickey, Philip Will, Frederick Will.
Table M.—C. T. Chapin, Milton Clark, James L. Hotchkiss, E. McSweeney, W. J. Ramsdell, James Z. Weldon, Table N.—John B. Crouch, R. C. Dudley, J. G. D'Oller, Louis S. Foulkes, J. V. Givin, J. B. Griffith, W. H. Walmsley, George B. Watkins,
Table O.—John Connors, Rev. Thomas F. Connors, Joseph F. Doyle, John S. Keennn, J. Adam Kreag, Charles J. Maloy, Lawronce J. McGreal, Andrew Wegman, Table P.—Rev. C. A. Barbour, A. S. Colchrock, Chester P. Griffith, V. M. Grainam, C. S. Gibbs, H. B. McKay, A. C. McKay, W. L. Paterson, Table Q.—T. F. Ashe, John Drechler, O. K. Foote, George N. Hewes, J. A. Mc-Bride, Charles W. Vredenburg, Max Wineburgh, Dr. P. H. Smith, Table R.—Henry Barbard, Paul T. Markoff, W. J. Roblinson, Sam S. Simonds, Table S.—H. B. Barcham, G. Culp, G. Clay Cox, P. J. Donovan, S. E. Hunting, Frantz Haversitck, J. I. Will, Table T.—Thomas H. Barker, Charles A. Jordan, G. E. Mosher, J. M. Walmsley, Table U.—William C. Barry, Jr. George C. Buell, George C. Gordon, Bernhard Lleschlong, Dr. Joseph Roby, S. S. Roby, H. G. Strong.



Table HH-Eghert F. Ashley, George Dittrich, H. C. Klmball, Edmind Ocumbaurh, William S. Olley, Hon, George H. Soith, Churles H. Wiltsie, Table H.-H. H. Clapp, Lands C. Rosers, W. M. Thiossey, Thio. J. Vorel, Table J.-George J. Hafter, John J. Carle, William J. C. Karle, William J. C. Karle, William J. C. Carle, KK-R. Danise, Sidney F. Lewis, Joseph Past H. H. Eleb.
 Table II.—Gless B. Miller, Chaine G. Roc.
 Li. J. L. Thorne, Tay, John P. Trophort.
 Press (able—Charles E. India) P. Trophort.
 Hart, A. W. Moore, Charles M. Thoms.

TARIFF REVISION AT BANQUET OF CHAMBER OF COMMERCE

GOVERNOR CUMMINS TALKS ON

Colonial Hall the Scene of a Most Successful Dinner, at Which Addresses Are Made By the Chief Executive of a Great State, a Prominent New York Attorney and One of Rochester's Most Gifted Clergyman. The Army and Navy Represented Among the Guests at the Tables.

The Rochester Chamber of Commerce saterlained at Colonial Bull has night at its eighteenth against hanguet the most successful circum at handing—the most successful circum at the history of the corporation. The image and the spirit of the occasion were in perfect harmony, and situacther made one of the most delightful evenings of which minim highlight evenings of which minim highlight were tastered.

The perfect arrangements were one to the efforts of the members of the librar Committee Secretary William Hart, The efforts Ulliam Committee to the Committee Committe

CLINTON ROGRERS.

Mutchings, John M. Ives, J. George Kaelber, Harold C. Kimball, Henry F. Marks, John C. Rodenbeck, Wintred J.

Philadelphia Square
Hassian Sanat, French Dressaug, tillven
Hassian Fortent in Creen
Visioned Color
Coffee
Crackers, Requicited and Creen Clicese
Salted Note Perporations

MR LITTLETON UNABLE TOSPEAK The only disappointment of the eyening was the failure or Martin W. Littleton, of Brooklyn, to put in an appear-

deliver an address and the members of the Chamber and their guests were ex-pecting a treat of cloquence. Congressman James Breck Perkins, the toastmaster, was a revolution in that capacity. By his wit and fact be

skillfully steered the speaker clear of the dangerous shoals which are diways in the course of the castor.

Besides President Clipton Rogers, of the Chamber of Commerce, and May-py James G. Cutler, the speakers were Governor Albert B. Cammins of Jowa, William H. Page, Mr. of New York, and Roy, C. C. Albertson, D. D., who was substituted for Hom Martin W. Lattleton, Grace was said by Rey, Gpb. Roy Converse, D. D., review of St. Luke's Episcopar Charch; Luke's Episcopal Church, President Clinton Hogers was accorded an enthusiastic reception as he

called the assemblage to order after the coffee. PRESIDENT ROGERS SPEECH.

Mr. Rogers said: Gentlemen, members of the Unitality of Commerce and our guess 1 and detail you had become I had beave the speaking to the distinguished contoured who have come here for that national who have come here for that national problems. It is may pleasure, however, to welcome to this feast our own members, many of whom are dischigulated in histories and in finance and it too learned professions, and as guests, leading lights in educational and church works and distinguished members of the anny and many. It is well for us to some tourisher at least once a year in a social way next face to free, exchange grotters in lighter to trained speakers in the interesting louises of the day. The least we want of the time the trained speakers in the interesting louises of the day. The least was the growth of the contract of the growth are proported to be closed to the close touch with the interesting in close touch with the interests of the close touch with the interests of the close touch with the interest of the close touch and properly in the past year the cut was enlayed exceptional prospectry in all lines, and while there is not time to reason statisfical information in support of this state of the close to the close to provide that







REAR ADMINAL PRANKING HAN-FORD, UNITED STATES NAVY. greater in the A proof of



MAJOR GENERAL ELWELL S. OTIS.

a little later we shall be grateful to Albertson for a speech which you be care will interest you, will be to you, will entertain you; will do

Dec. 15, 1905.

Chamber of Commerce last night the last night, advocating a radical change voices of two distinguished men were in our currency system, to meet and raised for tariff revision and reciprocity. overcome disasters that may threaten Both are Republicans prominent in pubus. Why does he not 'stand pat ? " lic life, they addressed an audience in In nearly every Chamber of Commerce which Republicans were largely in the majority, and their words were roundly polauded. There is no politics in a Chamber of Commacce dinner. On this occasion, as on all similar occasions, it was the aim to have questions of inti-

mate and special concern to business.

men discussed in a broad spirit, with

an eye single to the best interests of

and Board of Trade in the United States there is the same strong sentiment in favor of tariff revision and reciprocity that exists in the Rochester Chamber of Commerce. Only in communities where some special interest of local importance would be unfavorably affected by a change of policy in regard to these quesions is there any opposition to the change proposed. The wishes of the business men of the country ought to rule in matters of governmental policy which directly concern the country's commercial interests. Business is everything; all other interests are trivial in comparison. How long must the country wait for the voice of business to be heard at Washington?

the commercial and industrial interests of the community. In introducing Gov. Cummins of Iowa last night the Hon. James Breck Perkins, our representative in Congress, who acted as toastmaster, incidentally expressed his approval of the advanced tariff revision and reciprocity policy of which the Governor of Iowa is an able and distinguished advocate, "To-night," said Mr. Perkins, "he will speak to an audience, the great majority of whom, I believe, will agree with him. He will speak to a progressive community about progress in legislation. He will speak to the men who are not content with the business they are doing to-day, but who want to do more to-morrow, and he will phow the way in which this may be done. He will speak to men who are not content to sell their goods in this land, but want to sell them in all lands, and who believe that such a result may be rendered possible by wise and judiclous laws, by liberal and far-sighted policies. We have the right man in the

tions which so closely touch the interesta of business men throughout the country was obvious enough. They applauded every point be made against the 'stand pat" idea which continues to be the dominating idea among those who control the policies of the government. The absurdity of the theory that it is the part of wisdom to refrain from attempting to improve our condition because we are prosperous was pointed out by the speaker thus; "The standpatter' says, 'Why change? We are Yes, we are prosperous, yet the best beloved and most respected man of your state is now doing all in his power to have such measures become law as will correct abuses in our system

right place when Gov. Cummins of Iowa speaks to the merchants and the manu-

That Gov. Cummins did find the bustness men of Rochester in perfect sympa-

thy with his views on these great ques-

facturers of Rochester."

of trensportation. The men of this state are now conducting an investigation, to

GOVERNOR, LAWYER, MINISTER SPEAKERS

ON PROBLEMS OF THE DAY

Business and Professional Men at Dinner.

TARIFF REVISION

Governor Cummins Talks on Leading Topic.

FAVORS LOWER DUTIES

Three Hundred Guests Attend Annual Event of Chamber of Commerce. Mayor's Name and the Mention of Things Done During His Administration Greeted with Acciamation

With 300 guests seated at the thirty-six tables, the annual dinner of the Chamber of Commerce was last night served in Colonial Hall, the walls and windows of which were decorated with American flags, Alabama smilax and Florida pains. The annual dinners of the chamber are distinctly the business men's own, at which they listen to spenifers from this and other cities and from other states on questions of the day pertaining more to business than to anything else.

The speakers' table was spread along the north side of the hall from the west end to near the head of the stairway at the east end. It was decorated with American Beauty and Liberty roses, with smilax and miniature electric lamps. At it, as the guests of President Clinton Rog-ers, were seated Mayor James G. Cutler,

Major General Elwell S. Otis, L. S. A., Rear Admiral Franklin Hanford, U. S. N., President Rush Rhees, LL. D., of the University of Rochester; Justice John M. Davy, of the Appellate Division; Rev. Rob Davy, of the Appellate Division; Rev. Rob-Roy Converse, D. D., rector of St. Luke's Church; Hon, Dennis McCarthy, president of the Syracuse Chamber of Commerce; Secretary Harlow C. Sweet, of the Syra-cuse Chamber of Commerce, and Dr. Jo-seph Roby, of this city. Besides President Rogers' guests the following were also scated at the speakers' table: Michael Doyle, William C. Barry, E. Franklin Brewster, Charles J. Brown, Benjamin E. Chase, Charles P. Ford, Daniel B. Mur-phy, George C. Hollister, Governor Albert B. Cummins, of Iowa; William H. Page, phy, George C. Hollister, Governor Albert B. Cummins, of Iowa; William H. Page, Jr., of New York; General Francis V. Greene, of New York; Henry C. Brewster, Professor S. A. Lattimore, LL. D., Rufus A. Sjöley, Max Brickner, Alexander B. Lamberton, Julius H. Lempert, James S. Graham and Sceretary John M. Ives, of the Chamber of Commerce.

All Interests Represented.

Directly in front of the chair occ by Representative James Breek Perkins, who was toustmaster, and extending across the room, were three large tables, and around them occupying the entire floor of the hall were the smaller tables, all of which were decorated with roses and smi-lax. At them were men interested in all of the manufactures and other interests, industrial, commercial and professional that have made this city what it is to-day. One of the features of the banquet was the singing of popular songs between the

At each plate was a four-page leaflet At each plate was a four-page leaflet on which were the words of seven well known songs. The first sung was the "Stein Song," followed by "Tammany," "John Doe," "In the Good Old Summer Time," "Down Where the Wurzburger Flows," "Everybody Works But Father" and "America." In addition to these "Die Wacht am Rhine" and the "Star-Spangled Wacht am Raine and the Star-Spangled Banner" were sung. "America," "Die Wacht am Rhine" and the "Star-Spangled Banner" were, of course, sung with the guests standing. The German national hymn was applanded. Music was supplied by Maurice Moll's Orchestra and an elab-

Before the guests were scated at the tables grace was said by Rey, Dr. Converse, President Rogers made the remarks introductory to the speaking and in the pleasant features of the evening, the ap-plause given every mention of Mayor Cutler's name and what he has done while cutter's name and what he has done while in office. At the first mation of the Mayor's name hands were clapped in all parts of the hall. A moment later, when there was a reference to what has been accomplished during Mayor Catler's ad-ministration, the applause became vocifer-ous and then three cheers for the Mayor were given.

Applause for the Mayor.

The name of the toastmaster, Represen-The name of the toastmaster, Represen-tative James Breck Perkins, was also greeted with acclamation, and when Mr. Perkins introduced Mayor Cutler as the best mayor the city has ever had cries of "Hear, hear," came from every side. There were only a few sentences in the Mayor's welcome to the visiting mosts. He was who was mentioned as a possible presiden-tial candidate of the Republican party in 1908. His theme was 'Protection and Revision—Are They at War Wit. Each Other?"

Governor Cummins, late last week, did not expect to be able to attend the ban-quet, but through what he sait was an unusual combination of circumstances he was able to transact the ousiness that he thought would detain him. But the requirements upon his time were such that in less than two hours after the banquet closed, and in less than twelve hours after he arrived in the city, he was speeding towards Chicago.

William - age, Jr., of ew ---, gen-eral counsel for the United States Independent Telephone Company, spoke on "Commerce." But one speaker, President Martin W. Littleton, of the Borough of Brooklyn, disappointed the Chamber of ommerce. It was expected that he would discuss the recent movement in various cities for poli-cal reform, but at the last moment me informed Secretary ives that he would be unable to be present. His place was filled by Rev. Charles C. Albertson, D. D., pastor of Central Pressy terian Church.

Many complimentary remarks were heard concerning the work done by Presi-dent Clinton Rogers, Secretary Ives, Chairman William C. Barry, Jr., of the Dinaer Committee, Chairman William H. Wray, of the Committee of Ushers, and Chairman H. C. Brewster, of the Recepthem in arranging for the banquet.

In his introductory remarks President Rogers said:

In his introductory remarks President Rogers said:

Gentlemen, members of the Chamber of Commerce and our guests: I shall detain you but a moment. I shall leave the speaking to the distinguished gentlemen who have come here for that purpose. It is my pleasure, however, to welcome to this feast our own members, many of whom are distinguished in business and finance and in the learned prefessions, and as guests, leading lights in east cational and church work and distinguished members of the army and navy.

It is well for us to come together at least once a year in a social way, meet face to face, exchange greetings and listen to trained speakers on the interesting topics of the day. The better we know each other, the more harmomously and effectively we will work together for the good of the city. The chamber has kept in close touch with the interests of the city, and has done what it could to help promote its growth and prosperity. Durling the past year the city has enjoyed exceptional prosperity in all fines, and white there is not time to present statistical information in support of this statement, one fact alone is convincing that whereas, in 1904, the cost of new buildings erected was upwards of four millions and a hair of dolars, and this was supposed to indicate highwater mark of a building, prosperity. It is true that the present year will show an outlay in excess of twe millions and a hair of dolars, and this was supposed to indicate highwater mark of building, prosperity. It is true that the present year will show an outlay in excess of twe millions of dollars.

I am sure that it is a great satisfaction to this association of business men, that one of its members and a former president, a business man whose success in the manage ment of his own affairs has been conspletious, has been willing to devote himself for the past two years to public service as mayor of the city, and that continuing the sacrance of his personal interests and personal comfort, he has been induced to accept re-election for anothe

Mr. Perkins on Prosperity.

Tonstmaster Perkins said:

It gives me pleasure to be present at such a meeting as we have to sight. It is a pleasure in our growing city to meet the near who help to make it grow. Yet I am somewhat embarrassed by the introduction of your president. You know the ancient incident told by people in Iowa and Illinois of a very disreputable looking man of whom a passerby asked where he came from. He pulled up his gun and said, 'I came from Missouri, and if you laugh, why you, I'll shoot. When I am presented as a member of Congress, I don't know whether to simile with compleace, or whether I must say that if you laugh I'll shoot. I fear that the majority of the community regard it as placing one in a somewhat questionable position. You have all read "Peck's Bad Boy," and you remember, it was the bad boy who got into Congress. Most people have the notion that the good boy never gets there, and yet we have proof to the contrary, for here sits your former president, who did get into Congress, and we all know that he has always been a good boy.

The dinner this evening is an especially auspicious one, and we are minasually favored in the prominence of our greats who have come from alway to address us. It is fitting that this dinner of the Mochoster Chamber of Commerce's should be unusually more from a firm when the sort, There has never here a firme when the more shown as more from a prominence of the Kochoster Chamber of the work of the some its manufactures and its wealth and its population and its propagation are some more more when we have been a firme when the fact of the some and the work of the some and must be so much richer than was needed forty years ago.

City's Most Prosperons Era. Tonstmaster Perkins said:

City's Most Prosperons Era.

here has never been a time when prosperity been so widespread and so large a portion of population have enloyed that mades

Few Words by the Mayor.

After the applause had subsided Mayor Cutter rose, and was greeted with pro-longed applause. The Mayor said: "Mr. Tonstmaster, Mr. President and

"Mr. Tonstmaster, Mr. President and Gentlemen: When President Rozers called upon me with his courteous invitation to be his guest and to say something in welcoming the distinguished guests we have with us, I demurred. I told him that the called country that the to give them all the time there is in which to small. I wild that I head to said. which to speak. I said that I had no disno-diton to keep you from their speeches. That's so,' Mr. Rogers replied, 'and I would not ask you if I expected you to speak very long.' This reminds me of a story John Kendrick Bangs tells on himself. He was a candidate for an office in the city in which he lived and one the city in which he lived, and one night in the campaign was riding home-ward on a crowded street car. Two men near him began to discuss the situation. 'Pat,' said one, 'are you going to vote for that Bangs?' 'No, I'm not,' was the re-

ply, 'An w'y not?' 'I'll tel you w'y not; l've seen him.'
"As I am safely elected (applause) and not at present looking for any votes, I decided to accept the invitation and run the risk of being seen. On behalf of this

CUMMINS ADVOCATES BOTH PROTECTION AND REVISION

In introducing Hon. Albert R. Cummins, governor of Iowa, Mr. Perkins expressed confidence in his worth, the cor-rectness of his thought on the subject he was to present and his ability to present it. Governor Cummins's subject was

"Protection and Revision—Are They at War With Each Other?" The address was an eloquent plea for tariff revision. After complimentary references to the Chamber of Commerce, Governor Cummins spoke of the prosperity of the country, the state of New York and the city of Rochester. Speaking of the city, he said:

"I congratulate Rochester heartily and sincerely on the make-up of its cligen-ship as well as on the splendid qualities of its chief officer. As I look over this assemblage it is no wonder to me that Rochester has grown. The highest compliment I can pay you is to say that you look like a company of Iowa men. If I could enlist the energies, the capacities, the ambitions of this great and powerful change that I shall suggest, the end would already be in view. I hope the men of the cloth will not consider me profane when I say that if I had this company behind me I could make hell go Metho-

of the unexample, prosperity of the country. Continuing, he said, in part;

Acainst " Stand Pat" Dectrine.

"No American looks upon this prosperity with feelings of greater enthusiasm than I do; yet it sensitimes is suggestive to me of change, of amendment in our laws. The "standpatter says, "Why change? We are prosperous," Yes, we are prosperous, yet the best acloved and most respected man of your state is now doing all in his power to have such measures become law as will corner abuses in ures become law as will correct abases in our systems of transportation. The men-of this state are now conducting an inves-tigation, to the end that the funds designed for the wilow and the orphan may be bet-ter safeguarded. We are prosperous; why not 'stand pat' on these matters? The Secretary of the Treasury, who is also from New York state, spoke in Buffula last night, advocating a radical change in our currency system, to meet and over-rome disastors that may threaten us. Why does be not 'stand pat?'

does he not 'siand pat?'

"We might thus ask this question in respect to every municipal, state and national problem. Why do not these men, careful, conservative, yet alive to analyze every situation, 'stand pat' because we are very prosperous? My dear friends, the prosperity we enjoy cannot be exaggerated or overestimated. The American people more than any other people that have ever been have mastered the science of production, and we measure our prosperity by our ability to produce; but we have not yet mastered the science of distribution. There is yet something to be done, that society may see to it that every toller has a just reward in the great battle of existence.

"We have been discussing tariff reform about 115 years, I believe. Ever since Hamilton made his famous report to Congress the people of this whole country have been discussing the tariff question. In the main this discussion has been between two opposing schools of thought; one has been for the protective system of import duties, the other for a system of duties adjusted solely with reference to the production of a revenue.

Protective Policy Accepted.

"It seems to me that tas question ... as been irrevocably settled. The people save heen irrevocably settled. The people arve declared for projection so aften, that the projection system does and to the prosperity of the country, that its meets is no longer in question. History shows us that every hation on earth has developed this same system of thought, that the citizens should be protected in their toil and in their efforts. The other schol has said that a government are no right to innonce the natural course of anairs except to yield revenue for purpose or government."

The sneaker declared his helds in the

The speaker declared his belief in the right of a government to restrict and divert the channel of commerce, saying that it was at times its most sacred duty to do so. It was a wise course for a government, he said, "to override and strike down natural laws to manutain right instead of might." After further alliming his belief in the protective system, Governor Cummins continued, in part: The speaker declared his belief in the

ernor Cummins continued, in part:

"It is not enough for me to repeat the trite saying that all law should be enacted for the public good. As proud as we are of our country, you and I know that in the growing power of the great corporate interests there larks a danger that will require all the force and virtue of the American people to avert. All great corporations and interests have a selfish influence, and they will see to it that such policies are adopted and such laws passed as will conserve their interests; and, if you and I do not constantly and patriotically discharge the highest duties that ically discharge the highest duties that full to us as citizens, these selfish inter-ests, which are of the highest concern, will divert our laws from effecting the greatest good to all."

Iron and Steel Schedules.

Iron and Steel Schedules.

In making an argument for revision of the tariff laws, Governor Cummins said, it was necessary that he should show that these laws "impose burdens greater than should be on those who should not have to bear them." He had also to prove, he said, that the stability of government demanded revision. While he was firmly convinced of the need for such action, he said, he realized that it would introduce some ineasiness is certain fields of indusunensiness is certain fields of indus-

"I intend to take up some of the tariff "I lateral to take up some of the tariff whedules," said Governor Cumulus. "I have been told that I do not prove my case because I do not take up all the schedules, but If I did I should keep you need until the gray dawn of to-morrow parning. I shall speak of revision of the jariff for the benefit of the United States, for the equalization of the barden of life among all. among all.

among all.
"In the first place, what is a protective duty? All definitions given are uniform in meaning. A protective duty is a duty that will enlist capital in enterprises; that will compensate our laboring men; that equalizes the conditions of manufac-turing here and abroad; that will enable the producer to pay workmen the accepted scale of compensation and still bring the product into the American market at a fair profit and on slightly better terms than the foreign product; that measures difference between the cos ing here and in other countries

Governor Commins said that he would call attention to the schedules which he considered of most importance in American trade. He then gave some of the duties on the cheaper forms of iron and steel. After quoting tariff rates on from and steel, After quoting tariff rates on from 84 a ton up, Governor Cummins asserted that the commodities under discussion could, he be-lieved, be produced in the form given as chenply here as in any other country in the world. Such a statement, he said, was not true of all commodities; the duries on some, he said, should, he helleved, be in-creased. In the commodities cited, he said,

there had been exports in 1903 to the value of \$86,000,000 and in 1905 of \$134,000,000. Protection Without Competition.

Iron and steel, said Governor Cummins, had been sold by Americans to every country in the world. They had been, however, he said, but about 3 per cent, of the whole product; as a result of the duties, he said, product; as a result of the duties, he said, the American people were, therefore, paying excessive prices on 97 per cont. of the whole product. He was informed further, he said, that the prices had not been lower here than in foreign countries, that, indeed, in many cases they had been higher. Competition having been climinated, he said, the producers asked the American people as great a price as the consumers were able to pay.

"Excessive protection without competition," said the speaker, "makes a market in which the seller is the master and the buyer is the slave; therefore, we should be

buyer is the slave; therefore, we should be more solicitous than ever before that the point in the tariff duty at which the foreigner has not an advantage over the home producer is not lifted up beyond a fair profit for our own people. I am told that 75 per cent, of that \$134,000,00 worth of iron and steel was sold in foreign markets at price much below what it brought in our own markets." Governor Cummins spoke of the duty on

Governor Cummins spoke of the duty on lumber, in which connection he said: "I think it would have been the highest form of statesmanship to denude the Canadian forests before an ax was laid to the foot of an American pine." Referring to reciprocity, Governor Cummins said, in substance, that, having brought the protective tariff to the point indicated, he would support such reciprocal measures as permitted entrance from the United States to other countries of a hundredfold as much as countries of a hundredfold as much as that gaining entrance from them to this country. In closing he spoke of the undesivable effect of French discriminating tar-iffs on American commerce with France, and of the loss of American trade with Germany threatened by proposed German trade laws.

"The moment that witnesses no growth sees decadence," said Governor Cummius, "We have confidence in such adjustments as the times and conditions demard.
"Stand pat' is not the music we shall march to; but rather, 'We are moving on; we are moving up."

ROCHESTER IN FRONT RANK IN COMMERCIAL PROGRESS

Rochester commercial institutions at Rochester as a city were landed by William H. rage, Jr., in his address on "Commerce." Mr. Page was warmly received. He said:

merce." Mr. Page was warmly received. He said:

Mr. President and Gentlemen: Your secretary invited me to select my own topic, and authorized me to choose any subject within the domain of thought. He certainly could not have been more generous.

The subject, "Commerce," which I have been bold enough to take to-night, and to which I hope to confine myself, is second to mone in breadth, or length, or importance, in this country, and the organizations which are formed for the purpose of fostering and regulating it exercises an influence which is second to mone in effect upon the welfare of the United States.

The people of America (I adopt the word advisedly, inasmuch as the State Department has so recently sanctioned its use by our commercial representatives abroad, constitute the largest integral of population the world has ever seen in a Christian nation. The greatest number of people which has ever been able to hold together as a unit for any great length of time is less than one hundred millions. Baron Takahira, the esteemed ambassador from Japan, in a recent speech said that a hundred years will scarcely elapse before the population of this company which has herefore existed or been successfully applied on this planet; and, therefore, this country, having advanced as it has by rapid strides from flave to well-nigh a hundred millions of people.

Influence of Commerce.

This influences which have been at work to produce this result in the past, not which must continue to produce at in the inture, have come and must content to produce at in the inture, diffus of commerce, and the regardion of commerce by the germanent, in desprence income such as the commerce by the expressed wisson of organizations are at the special stary.

The absolutes that the country at target in the content of the country at target in the country at target and the country at target in the country at target in the country at target and the country at target in the country at target and the country at target in the country at target and the country at target in the country at the country at target in the country at the country at the country at the country

outs.

The interstate commerce clause of the Constitution is the source of the intimal power interface of the internal power and right to deal with this subject. It is associations of tensiones men like yours which raise the sentiment of the people, and create that atmosphere of public opinion which is and will be as long as the instructions of nan exist, a modulus influence upon the interpretation and necepted significance of the longuage of the Constitution.

Public Opinion Formed.

Therefore, in addressing a chamber of connected we address a conter of communitation which extends to other centers. Thus a broad public opinion formed, and the minds of the people made up on the certain considerations which dominate the country at large.

rations which dominate the county large, and it is a matter of importance and of national concern that the representatives of foreign nations in coming from abroad make the chambers of commerce in our several cities their Meccas. Here they naturally seek to be heard, that their ideas and suggestions may have the greatest weight; and it is from here that they can acquire in turi

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Quality Versus Quantity.

Mr Schwab, in a recent interview, is authority for the statement that the crucial nead or the American requirement that the crucial nead or the American require to enoplicable to the raw mate off, or to the skill of the case who usually whether it or applicable the whole of the raw mate of the material surepean means the difference between the European means of the American authority for magnetion, arising, it is said, from the fact hat American mercial is interier in quality, our American tenders in a further in quality, our American tenders in interier in quality.

Compliment to General Otis.

greet you and to be greeted of the mirror, and the progre

EXPANSION OF COUNTRY IS UPWARD AND OUTWAR

Mr. Perkins read a relegram of reg to "Our Country's Growth."

Tails me to tell.

These are the things that have creat commerce. These are the things that have creat commerce. These are the things that ha raised the standard of living. The extension of commerce here and everywhere, now a always, depends upon raising that standar upon creating new needs, upon making ps luxuries present necessities. For a lot time the world had thought of America on as a great farm. Ten years ago the worl awakened to the fact that America is a grewortshop as well. It took us three hundry years to learn to supply our own commercial.

Markets Are Opening.

lea within commercial reach of Now Lo Philadolphia and New Orleans. It will me our coast line one from Portland, Maile, Portland, Oregon, and will shift the e-mercial supremacy of the whole Pacific fr

Great Navy Needed.

ideal of Shukespeare's man who st

No Power Like Truth.

There is no power like the power of sime

TEENTH ANNUAL

EIGHTEENTH ANNUAL BANQUET OF ROCHESTER CHAMBER OF COMMERCE

Union and Advertiser.

Colonial Hall the Scene of Brilliant and Representative Gathering.

Three Hundred Guests Listen to Fine Speeches by Statesman, Lawyer and Minister.

Martin W. Littleton Withdraws at the Last Minute and Rev. C. C. Albertson Takes

The eigghteenth annual dinner of the Rochester Chamber of Commerce became a matter of history last night before the clock had struck twelve and when the guests departed it was with a feeling that the banquet had been an unqualified success. In splte of the fact that those who have had charge of the affair had to combat with several obstacles, not the least of which was the backing out at the last minute of one of the speakers Martin W. Littleton of Brooklyn, everything moved off smoothly and there was a noticeable absence of the formality

The dinner committee, under the leadfected its plans so that the dinner itself moved off without a litch and the dif-ferent members of the committee seemed to be everywhere looking after the welfare of the guests. The menu was an elaborate one and the service of the very best. The hall presented a beautiful sight as the guests entered with the profusion of Alabama sinilax tastefully arranged in all the windows and with American flags and shields on the walls between the windows. At the far end of the hall the stage had been piled high with palms and other potted plants and a bank of ferns and palms were arranged in front of the long speakers' table. A myriad of miniature electric lights sparkled among the green leaves and sparkled among the green leaves and added to the attractiveness of the effect. At each plate was an elaborately printed booklet which contained the names of the speakers, the menu the musical programme and the different committees in charge. A small leaflet contained the words of seven popular songs which were sung by the guests during the course of the dinner to the ac-companiment of Moll's orchestra, which

end of the hall.

The guests began to arrive before 6 o'clock and were greeted by the reception committee composed of H. C. Brew-ster, chairman; John F. Alden, William C. Barry, Edward Bausch, John N. Beckley, E Franklin Brewster, Max Brickner, Charles J. Brown, George C. Buell, Benjamin E. Chase, Eugene T. Curtis, Michael Doyle, Albert O. Fenn, Thomas W. Finucane, Charles P. Ford, James S. Graham, George C. Hollister, Alexander B. Lamberton, Julius H. Lempert. Merton E. Lewis, Daniel B. Murphy, Charles H. Palmer, Clinton Rogers, Lewis P. Ross, Eugene H. Satterlee, Rufus A Sibley, Frank A. Stecher, J. H. Stedman, Henry A Strong, L. G. Wet-

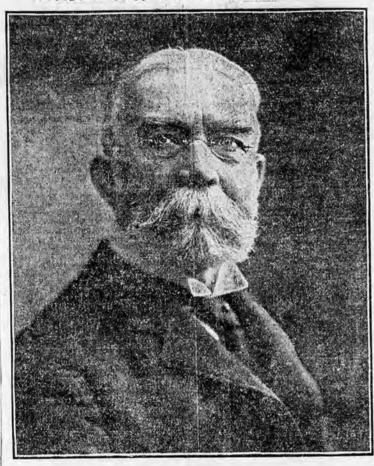
was stationed in the gallery at the west

more, John C Woodbury.

After an informal reception lasting un-til 6:45 o'clock the guests adjourned to ed in finding their seats by the following ushers: William H. Wray, chairman; Howard Clapp, George Culp, J. P. B. Duffy, A. B. Enos, Louis S. Foulkes, H.
H. Garffeld, William H. Gorsline, John
B. Howe, H. C. Howiett, John P. Morse,
Nelson Sage, H. L. Troiter, Freit Will.

"The chamber has kept in close touch with the interests of the city, and has."

There were thirty-six tables which



whom he had invited as his personal guests: Mayor James G. Cutler, Major Gen. Elwell S.Otis, Rear-Admiral Franklin Hanford, Rush Rhees, L.L.D., President of the University of Rochester; Justice John M. Davy, Rob Roy Converse, D.D.; Hon. Dennis McCarthy, President of the Syracuse Chamber of Commerce Harlow C Clark, secretary of the Syra-cuse Chamber of Commerce, and Dr. Joseph Roby.

There was consedirable disappo ment over the fact that Martin W. Litbertson of Central Church, who delivered a fine address which more sated for the absence of Mr. Lit-There were only two other speakers, so each man had ample time to deliver his address, and each held the attention of the audience in a way which it is impossible to do when the speaking extends over too long a period.

Great credit for the success of the banquet is due to Secretary Ives and President Rogers, who have worked unceasingly for some months past to secure a strong list of speakers, and the enthu-siams shown by those present last night must have been a source of gratification. Credit is also due to the members of the various committees, who seemed to vie with each other in doing everything possible for the comfort and enjoyment

President Rogers Speaks.

was about 9:39 o'clock when President Rogers arose, and in his introduc-

of Commerce and our Guests-I shall detain you but a moment. I shall leave the speaking to the distinguished gentle-men who have come here for that purpose. It is my pleasure, however, to welcome to this feast our own members, many of whom are distinguished in business and finance and in the learned professions, and as guests, leading lights in educational and church work and dis-tinguished members of the army and navy. It is well for us to come together at least once a year in a social way, meet each other face to face, exchange greetings and listen to trained speakers on the interesting topics of the day. The better we know each other the more har-

done what it could to help promote its growth and prosperity. During the past year the city has enjoyed exceptional prosperity in all lines, and while there and in front of the speakers' table. At is not time to present statistical information center of the speakers' table sat ation in support of this statement, one President Rogers and the following.

In 1904, the cost of new buildings erect-ed was upwards of four millions and a half of dollars, and this was supposed to indicate high water mark of building prosperity, it is true that the present year will show an outlay in excess of five millions of dollars. I am sure that it is a great satisfaction to this associa-tion of business men, that one of its nembers and a former president, a business man whose success in the man-agement of his own affairs has been conspicuous has been willing to devote him-self for the past two ytars to public service as mayor of the city, and that continuing the sacrifice of his personal interests and personal comfort, he has been induced to accept re-election for another term. It is unnecessary for mo to say to this assemblage that Roches ter has never had a better mayor.

"I wish to thank the dinner courtee and Mr. Ives, our secretary, for the

untiring efforts in making this dinner such a success. It is no small matter to satisfactorily arrange a dinner of this size as doubtless you gentlemen can

" On behalf of our corporation, I wish to thank the famous advocate of reci-procity, Gov. Cummins of lows, the distinguished member of the New York bar, Mr. William H. Page, Jr., and the teast-master, who have come long distances to address us this evening.

"It is my pleasant duty to introluce the toastmaster of the evening, who has left his duties in the halls of Congress to be with us to-night. He, however, needs no introduction to a Rochester au-dience. Born of distinguished Rochester parentage among the Sloux Indian in that part of the northwestern terrifrance. He received his education here and is a graduate of the University of Rochester. He early enjoyed into poli-tics, was appointed city attoriby, later number of years he has been a leading member of the Montes county bar. It is with mean pleasure that I introduce to you the Hon. James Breek Perkins."

l'osstmaster's Address. Mr. Perkins made a short address touching on the prosperity of the city.

and speaking as follows:
"It gives me pleasure to be present at such a meeting as we have to-night. If

is a pleasure in our growing city to meet the men who help to make it grow. Yet I am somewhat embarrassed by the in-troduction of your president. You know the ancient incident told by people in lows and Illinois of a very disreputable looking man of whom a presente asked tooking man of whom a passerby asked where he came from. He pulled up his gun and said, 'I came from Missouri, and if you laugh, why — you, Til shoot.' When I am presented as a member of with complacency or whether I must say that if you hough I'll shoot. I fear gard it as placing one in a somewhat questionable position. You have all read 'Peck's Bad Boy,' and you remember it was the bad boy who got into Congress. Most people have the notion that the good boy never gets there, and yet we have proof to the contrary, for here sits your former president, who did get into Congress, and we all know that he has always been a good boy. has always been a good boy.

'The dinner this evening is an especially auspicious one, and we are unusually favored in the prominence of our mess, who have come from afar to address us. It is fitting that this dinner the Rochester Chamber of Commerce should be unusually brilliant. There has hever been a time when our city was crowing with such rapidity as now. ulation and its prosperity were increas ling as rapidly. There has never been a time when we have had among us so many men who are becoming rich, even in these days when to be called rich a man must be so much richer than was

asperity has been so widespread and so large a portion of the population have enjoyed that moderate degree of well being which, though it may not be evilenced by quite as large a ban't deposit, we may add there has never been a time hat our city has been so well adminis-ered, as well governed, as well lighted and policed as under the administration of our present mayor.

"It is fitting, therefore, that to-night then we are at our best, we should have the best, and we are fortunate enough to have it. The first gentleman whom I shall present needs no introduction to this audience or to any audience. His name is known all over the land, not only because he has held promise overnor of a great state, but because he is a man of independent thought : be a leave the world as they found it but ie of those who want to make it is the sun or the earth will stand pur or tand pat, no matter what Joshua bide

form his own opinions and has the ity to express them. He has the free to impress them upon the courty and . compel a hearing even from those who do not agree with him. To-night he will should be an audience, the great in dock of whom, I believe, will agree with him. He will speak to a progressive community about progress in legislation. He will speak to the men who are not com-

out with the business they are doing day, but who want to do more to-morrow may be done. He will speak to me are not content to sell their goods in be rendered possible by wise and judicious laws, by liberal and far-sighted policies We have the right man in the right place when Gov. Cummins of Iowa speaks to the merchants and the manufacturers of

Mayor Welcomes Guests.

At the conclusion of Mr. Perkins' address Mayor Cutler arose and in a brief address welcomed the visitors to the city. The mayor was greeted with much opplause, as were several short stories which he worked into his speech. At the duced the first speaker of the evening. Gov. Albert B. Cummins of Iowa.

The subject of Gov. Cummins' address

duced his speech with some compilnentary remarks concerning the Chamerce and Rochester. Contin-

"I congratulate Rochester heartly and sincerely on the make-up of its citizen-ship as well as on the splendid qualities of its chief officer. As I look over this sysemblage it is no wonder to me that pliment I can pay you is to say that you look like a company of Iowa men. If I could enlist the energies, the capacities. company in the effort to bring about the change that I shall suggest, the end would already be in view. I hope the men of the cloth will not consider me profane when I say that if I had this to Methodist."

Gov. Cumnins expressed his faith in

"the spirit of American men" and spoke unexampled prosperity of the Continuing, he said, in part : "No American looks upon this prosrity with feelings of greater enthusigestive to me of change, of amendmen in our lews. The 'standpatter' says, 'Why change? We are prosperous,' Xes, we are prosperous, yet the best beloved and most respected man of your correct abuses in our systems of trans-

now conducting an investigation, to the end that the funds designed for the widow and the orphan may be better deguarded. We are prosperous; why not 'pland pat' on these matters? The ecretary of the treasury, who is also from New York state, spoke in Burfalo his night, advocating a radical change in our currency system, to meet and evorcome disasters that may threaten

us, Why does he not stand par?"
"We night thus ask this question in respect to every municipal state and authors; problem. Why do not these men, careful, conservative, yet alive to malyze every situation, 'scend pat' be-cause we are very prosperous?' My dear friends, the prosperity we only cannot be examperated ar overestimated. The American propte more than any other people that have ever been how musicred the science of production, and we measure our prospertly by our man-by to produce; but we have not yet musicial the science of distribution. There is yet comething to be done, that society may see to it that every toller, has a just reward in the great battle of

form about 11, years, I believe. succe Hamilton made his famous report to Congress the people of this who'e question. In the main this discussion has been between two opporing schools of thought; one has been for the protective system of import duties, the other for a system of duties adjusted solely with reference to the production of reve-

" It seems to me that this question has been irrevocably settled. The people have declared for protection so o.tel that the protection system does add to the prosperity of the country, that its merit is no longer in question. History shows us that every nation on earth has developed this same system of thought, that the citizens should be protected in their toll and in their efforts. The other school has said that a government has no right to influence the latural course of affairs except to yield revenue for purpose of government,

The speaker decored his boilef in the right of a government to restrict and di-vert the channel of commerce, saying that it was at times its most sacred strike down natural laws to maintain right instead of might." After further affirming his belief in the protective system, Gov. Cummins continued, in port:

"It is not enough for me to reprat the trite saying that all law should be en-acted for the public good. As proud as we are of our cou try, you and I know that in the growing power of the great co:porate I terests there lurks a danger that will require all the force and virthe of the American people to avert. All great corporations and interests have a selfish influence, and they will see to it that such policies are adopted and such laws passed as will conserve their inter-ests, and, if you and I do not constantly and patriotically discharge the highest ducies that fall to us as citizens, these selfish interests, which are of the high-est co cern, will divert our laws from effecting the greatest good to all."

In making an argument for revision o the tariff laws, Gov. Cummins said, it was necessary that he should show that these laws "impose burdens greater than should be on them." He had als to prove, he said, that the stability of government demanded revision. While he was firmly convinced of the need for such action, he said, he realized that it would introduce some uneasiness in cer-tain fields of industry and trade.

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"The moment that witnesses no growth sees decadence," said Governor Cum-mins. "We have confidence in such adjustments as the times and conditions demand. 'Stand pat' is not the music we shall march to; but rather, 'We are moving on; we are moving up."

Mr. Page on Commerce. The second speaker of the evening was William H. Page, Jr., of New York, who spoke on "Cemmerce." Mr. Page is one of the general counsels of the United States Independent Telephone Company, and has spent considerable time in this city of late in connection with the telephone business, but last evening was the first time that he has delivered an address here. He spoke as follows:
"Your secretary invited me to select

my own topic, and authorized me to choose any subject within the domain of thought. He certainly could not have been more generous.

"The subject Commerce, which I have been bold enough to take to-night, and to which I hope to confine myself, is sec-end to none, in breadth, or length, or importance, in this country; and the organizations which are formed for the purpose of foetering and regulating it, exercise an influence which is second to ione in effect upon the wolfare of the United States.

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red millions of people, "The mechanism which binds and bonds this rigantic population together is, however, something greater and stronger than anything which has heretolore existed or been successfully ap-plied on this plane; and, therefore, this country, having advance; as it has by rapid strides from five to well-nigh a hundred millions without a quaver, will loubtless continue on to fulfil the pre-lictions of the prophet from Japan.

The influences which have been at work to produce this result in the past and which must continue to produce it in the future, have come and must come through the medium of commerce and the regulation of commerce by the gov-ernment, in d. , nee large'y to the expressed wholon of organizations such as this, that have made commerce their

The mission of these organ'zations of actute business men is to stand between the individual trader and the country at large in its collective trading relations at home and abroad. In add'tion, it must reflect the highest standards of business enterprise upon the government at Washington in such a form as to bring about assured commercial progress and advancement. In other words, you must form the private influence upon which the huge business fabric of the nation shall revolve, and the government shall

"The President of the United States now wisely stands apart from party and and social conditions for he recognizes it is they which constitute, after all, the foundation of strength and stability upon

which the government rests. The interstate commerce clause of the Constitution is the source of the nasubject. It is associations of business men like yours which voice the sentiment of the people, and create that atmosphere of public opinion which is and will be as ong as the institutions of man exist, a hoding influence upon the interpretation and accepted significance of the language of the Constitution.

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naturally ask to be heard, that their ideas and suggestions may have the greatest weight; and it is from here that they can acquire in turn that inforthat they can acquire in turn that infor-mation which may be of corresponding value to their constituents at Hence, to any one who has the hor addressing you, as I have this over sether foreigner or native, it is difficult to say how or what may be the effect of

There are many centers of commerce In the United States. There are many cities larger, and there are many cities smaller than the city of Rochester; but the importance of a city, like the im portance of an individual is not to be measured by corporeal size. Some cities are famed for many things in a moderate degree; some cities for one thing in a superlative degree; but of all the clies of the United States which are consplouous in the inter respect, for the par-fection to which it has brought the products of its minds and hands, none stands more conspicuously and commandingly before the country than tha city of Rochester, nestling in the valey of Generee; riven by the channel and falls of its waters; adjacent to the first of our chain of great lakes; and evolving the manifold products of its industry to scatter them broadcast to every nook

and hamlet from pole to pole, Mr. Schwab, in a recent interview, is authority for the statement that the turer is quality, not quantity, whether it be applicable to the raw material, or to the skill of the men who utilize the ma-

The difference between the European automobile and the American automobile, for illustration, arises, it is said from the fact that American materia' inferior in quality, and American labor inferior in dexterity and painstaking, to the material and labor of the cities of Europe, so far as this one article of manufacture is concerned. Give an American automobile manufacturer steel as good as that which is to be bought in Europe and labor as skillful, and the American machine can be built to equal in quality the Flat of Italy, the Mercedes of Germany, or the Leon-Bol'ee of France; but it is argued that we have not such steel, and we have not such abor; and conrequently, we cannot and do not produce the same perfection in

The most important contributions to the progress of the American commercial interests are demonstrations of what can be done in the way of improving materials and the human skill which works the material. Of all the cities of the ester is that city. It seems to me, which can point most proudly to perfection in

both material and the skill of its labor.
"I speak not from the position of one within, by reason of recent contact with your business men, but I speak from the point of view of one "without;" dealing not with the evidence supplied by interested witnesses, but basing my statement upon contemporaneous outside test mony which any unbiased presencan gather if he will take the trouble to travel the world over or listen to those

who have done so.
"More important, I am informed by eye-witnesses, than dynamite or death dealing implements of war in the Japan-ere-Russian struggle, were these optical instruments which enable the owner to determine where to shoot and where not to shoot; where to camp, and where not to camp; where the enemy was, and where the enemy was not,-and yet from faraway Manchuria comes the information that these glasses were manufac tured within half a mile of the banquet

hall where we are now sitting,
"I have seen pictures of Gan. Linevitch and Gen. Kuropatkin as they partel last S prember on the memorable oc-casion which marked the departure of the Russian troops for home after the reaty of Portsmouth was signed. They present a vista as clear as crystal of the asstorical event, for now and all time; hey were taken with cameras which epresent the highest achievement of ne of the most useful arts at which the forld is called upon to marvel, and there ameras were made hardly a stone's

row from this table.
Fivery morning as I enter, and every vening as I leave my office, I p ss chutes which shorten greatly communication with the postoffice, and by means of which the movement of a business wor d is daily and materially advanced. They are the invention for which a distinguished member of your body is to be If you travel through the Philippine

tslands and marvel at the perfection of order of its civil affairs, you will be inof the United States in a combined capacity of military and civil governor, a man whose administration, under novel and difficult conditions, has impressed a permanent benefit upon the commerce of the future insular metropolis of our na-Rochester is the foster mother, your emnen, and distinguished fellow citizen.

Gen. Elwell S Otis.
"A few examples must flustrate a go eral truth, for if I were to attempt to cnumerate the remaining instances which this community can afford the hour of midnight would be roiled by the city clocks before I could finish.

"Suffice it to say, therefore, that here mechanical art has reached an apogee of skill and prosperity which makes the name of Rochester a bearon among the cities of the United States: pointing the way for the people of the country to follow if they would attain those high standards which should be the ambition of all industrial peoples. tainment of this supremacy and

seen and are, and must continue to be, andispensable factors; and to them and to your citizens at large it is due to say that no city of anything like its size in the United States stands before the world with an equal galaxy of 'captains

of creative genius."
"Rochester's achievements have been her own, ard may they remain so. Her people, notwithstanding their successes, are satisfied with their city and continue in all respects loyal to her, in that they remain and enjoy their lives here. She presents that rarest of civic virtues, selom illustrated in modern days-a city dom indern days—a city expanded on the lines of a gigantic fam-ily, the people of whom having wisely acquired their money demonstrate how best to spend it-at home.

"It is a source of congratulation to your guests to have the honor of being here, to greet you and to be greeted by you. The Chamber of Commerce and the city of Rochester are entitled to the closing toast, which I now have the honor of extending on theirs and my own behalf: Long may the city of Rochester continue to grow apace, as she in grown in the decades which have clapsed since Nathaniel Rochester cast his lot her fertile valleys, and may succeeding generations of the pillars of this community continue to represent her at home and broad with the same credit efficiency and beneficial results to her commercial progress and adva ce-ment, as has attended the efforts of the distinguished citizens of this community who sit around us. That these things may be realized in the immediate future and the long hereafter is our fervent

"Gentlemen, the toast is the city of Rochester and its Chamber of Commerce one and inseparable."

Dr. A bertson's Address. The last speaker of the evening was

Rev. C. C. Albertson of Central Church, who took the place of Mr. Littleton. Dr. Albertson spoke on "Our Country's Growth," as follows:

"Commerce has to do with industries, and this is the industrial age. Up to the rinning of the n'neteenth centu y there had been few changes in the industrial methods of men. Our grandmothers spun and wove much as the matrons of old Phoenicia had done before the Eagles of Caesar floated from the seven hills, before the music hall at Athens was built from the captured ships of Mara-thon. The Revolutionary blacksmith had no better tools than Tubal Cain had before Abraham followed the star of destiny out of Ur of the Chaldees With-in the lifetime of men and women now living lie the first cotton gin, the first ing machine, the first locomotive, the first reaper, the first electric telegraph, the first pneumatic hammer, the first typesetting machine, the first wireless message. How many other labor-saving, time-annihilating and capacity-multiplying devices are the product of our age, me falls me to tell.

"These are the things that have created commerce. These are the things that have raised the standard of living. The extension of commerce here and everywhere, now and always, depends upon raising that standard, upon creating new needs, upon making past luxuries present neces ities. For a long time the world had thought of America only as a great farm. Ten years ago the world awakened to the fact that America is a great workshop as well. It took us three hun-dred years to learn to supply our own

"And the markets are opening. Cuba, Porto Rico and the Philippines are new markets. The far east is opening to us. We have hundreds of American locome We have hundreds of American formatives in Japan, and thousands in Russia. Five years ago an American firm was building twelve steel bridges in China. An American firm built the Atbura bridge on the Cape to Cairo railroad. In the not far distant future the Panama canal will not only bring us nearer the world's markets, but will he'p to create new markets. It will bring China, Japan, India and Australia nearer our Atlantienboard, and all the west coast of South America within commercial reach of New York Philade'phia and New Or leans. It will make our coast line one from Portland, Me., to Portland, Ore., and will shift the commercial supremacy of the whole Pacific from Europe to

"The great war of the future will he "The great war of the future will he a trade war. The great hattle of the ruture will be a battle of ideas. The young free and vigorous west will meet the jaded, but tenacious east; liberty intolerance: imperial indiviouslism will meet imperial institutionalism, and the d world will be made new,

"America has but recently entered the field of world politics. We entered with rejuctant feet, but entered to find our-selves the peer of nations that have been learning in the school of diplomacy for a thousand years. Now diplomacy has always been regarded as a game much like some games of cards, in which the man wins who has the best face for de-celt. A French mcharch instructed on of his ambassadors 'to lie adroitly, lie of his ambassadors 'to lie adroitly, lie audaciously, lie pertinaciously, but lie oternal'y.' So when our first foreign ministers pursued the policy of truth and simplicity, they were counted fools mere children in the great game of in-ternatio al politics. When we took the Confederate commissioners, Mason and Slidell, from the Trent, and England demanded that we give them up. Seward would have bluffed it out, but Lincoln said: 'Give them up. We've got the said: 'Give them up. We've i was a peculiar metaphor, but it was good politics. We fought one war with Eng-land to defend our vessels from search, and we had the cool end of the poker

A dip'omat has tittle influence, how-

4

ship of England and Germany for the United Satrs is much like the rivairy of two young men for the affectics of an helres. In naval power we stand fourth in the first seven nations of the world. The isthmian canal will increase our naval efficiency by making it possible for us to unite our Atlantic and Panaval programme contemplates a stead; increase of battleships and cruisers. We do not need a great army, but we do

"In this the morning of our splendid achievement, three great problems con-front us, industrial strife, political cor-ruption and debased ideas of commercial honor. Yet we are not without evidences that forces are at work among us which will ultimately solve these problems. There are signs that we may problems. There are signs that we may presently come to see that the interests of the wage-earner and the wage-payer are identical; that personal and political that a man is rich by virtue of what he is rather than by what he has; that no many constructions are the referred to the construction of the cons man ever was richer for anything he stole; that there are three degrees of honesty, or of the lack of it—namely, honesty, law-honesty and dishonesty, and that the only character built upon a solid foundation is that which is not content with mere law-honesty, but strives to realize the ideal of Shakes pear's man who stands "four-square to

pear's man who stunds four-square to every wind that blows.

"There is no power like the power of simple truth. Nineteen centuries ago three men lived and died. One was a scholar, and he was murdered in a garden; one was a soldier, and he was as-sassinated in the Senate house; the other was a Teacher—a Teacher of truth, and he was crucified on "a green hill far away, without a city wail." The scho ar is remembered only by scholars; the soldier is but a shadowy memory, but the Teacher of truth lives in the loving memory of men who believe that "a man's life consisteth not in the abundance of things which he possesseth.' It has taken the world a long time to ap-prehend that saying, but we will come to it by and by.

to it by and by.

"The poor are rising in self-respect, and the rich are learning the blessedness of giving. The week are growing strong in the consciousness of libe ty and opportunity, and the strong are growing childlike in sympathy and love. Lettle by little crucity and crime are discovered to the constitution of the cons minishing, little by little childhood is coming to be cherished even as we would cherish the Babe of Bethlehem, for every cradle is not far from the Incarnation. Little by little pride must be deposed, and passions slain. Little by little conscience must have dominion, and righteourness become the common law of every common life.

"The battles we are fighting are not for ourselves alone, but for all the fu-ture generations; they are not for the present day alone, but for all time to come. No man falls or falls who does not thereby degrade all his fe low-men, and no man rises who does not thereby elevate the plane upon which all the liv ing stand. Upon the anvil of today, in the blazing light of God's forge, we are hammering out the form and shape of numently's to-morrow. America, that feeds the world with meat, must feed the world with that by virtue of which life shall come to mean more than meat. The greatest nation must be the servant of

Guests at the Dinner.

The following is a complete list of those who atended the dinner:
Speakers' Table—Michael Doyle, William C. Barry, E. Franklin Brewster, Charles J. Brown, Benjamin E. Chase, Charles P. Ford, Daniel B. Murphy, Dennis McCarthy, George C. Hollister, Just ce John M. Davy, Rush Rhees, LL. D., Rear Admiral Frank-in Hanford, Rob Roy Converse, D. D., Hon, Martin W. Littleton, Hon, James Breck, Perkins, Clinton Rogers, Gov. Albert B. Cummins, Hon, James G. Cutler, Major

Jr., Gen. Francis V. Green, Hon. Henry C. Brewster, S. A. Lattinore, t.L. D., Ru'us A. Sibley, Max Brickner, Alexander B. Lamberton, Julius H. Lempert, James S. Graham, Harlow C. Clark, John M. Ives. Table A-John J. Alden, William Bausch, Edw. Bausch, Henry Bausch, R. E. Danforth, Arhur B. Enos, P. A. Fowier, J. T. Hutchings, Dr. R. H. Hofheinz, J. Gearge Kaelber, S. C. Langslow, Gilbert G. Mac. A Table C.—Chas. S. Alden, Albert D. Bacon. Geo R. Bauseh, W. H. Bu, ke, A. H.
Bown, W. C. Embury, Dr. A. C. Hermanee,
W. A. Judd, Dr. John M. Lee, P. H. Parks,
Alex. T. S. mpson, Walter F. Webb,
Table D.—William T. Bradley B., Chappell, Dr. E. H. Farl, Geo. F. Gallagher,
Dr. E. H. Lapp, Ralph T. Occul, Fred G.
Sweet, S. R. Snook, E. H. Sowers,
Table E.—Thos. F. Adkin, C. S.
Clark,
L. Darbyshire, Walter J. Duffy, H. Harwood Garile d. Mark G. Goddard, R. C.,
Kershner, S. H. Mora, G. A. Main, R. J.
Sirasenburgh, C. B. Westover,
Table F.—Wilmot Casile, Thomas S. Johnston, Louis Johnston, Henry J. Moore, W.
H. H. Rogers, A. J. Townson,
Table G.—B. U. Bennett, Mitton E. Gibbs,
Dr. N. D. McDowell, A. V. Smith, Winfred
J. Smith, Landing G. Weimors,
Table H.—Edward D. Chapin, He-bert C.
Howlett, Charles E. Lyon, Henry F. Marks,

Table If-Edward D. Chapin, Horser C. Howlett, Charles E. Lyon, Henry F. Marks, William J. Trimble, E.mcr G. Zeres, Table I.-Chas, E. Crouch, Chas, G. Dumont, John Denny, Jr., H. R. Eiston, Jacob Mohr, Nesson Sage, Tatle J.-Harry O. Alderman, John W. Cloments, W. D. Pheteplace, H. L. Trotter, Eugene F. Underhilli, John C. Rodenbeck, G. Chapin, J. Gerling, Dr. E. H. Howard, M. K. Machaller, J. Gerling, Dr. E. H. Howard, M. K. Machaller, Table I.-J. P. B. Duffy, W. H. Gorsline, R. C. ard Gors ine, J. G. Hickey, Philip Will, Fr. d. lex Will. de aid Gors ine, J. G. Hickey, Philip Will, et al. lek Will.
Table M.—C. T. Chapin, Milton Clark, Indie J. Luchkis, E. L. Gweeney, W. J. Ramide, J. Luchkis, E. L. Gweeney, W. J. Ramide, J. John B. Crouch, R. C. Dud ey, G. D'Ojer, Louis S. Fonkes, J. V. Grein, I. G. D'Ojer, Louis S. Fonkes, J. V. Grein,

er behind his words. Our war win Spain proved our naval capacity. It was not until after the battle of Man ha bay and that at Santiago that cortain.

J. B. Griffith, W. H. Wemeley George B.

Wattrins.

Control of the provided our provided our naval capacity. It was not until after the battle of Man ha bay and that at Santiago that cortain. Andrew Wegman.

W. L. Paterson.

Table Q-T. F. Ashe. John Drech er. O. K. Foote, Geo. N. Hewes, J. A. McBrids, Chas. W. Vrelenburg, Max. Wineburgh, Or. F. H. Suith.

Table R.-Henry Barnsrd. Paul T. Markoff, W. J. Robinson, Sam. S. Simonds, 18th C.-H. L. B. Clam, G. U. P. G. Clay Cox. P. J. Donovan S. E. Hunting, Frantz Haverstick, J. I. Will. Haverstick, J. I. Will.

Table T.—Thos. H. Barker, Charles A.
Jordan, G. E. Mosher, J. M. Wa,msiey,
Tab e U.—Wm. C. Barry, Jr., George C.
Buell, George C. Gorden, Bernhard Lies, hag, Dr. Joseph Roby, S. S. B. Roby, H. G. Strong.
Table B.—Charles Boller, Thos F. Brown,
Louis Gander, F. B. King, John Prophet,
Louis Gander, F. B. King, John Prophet,
Louis Gander, F. B. King, John Prophet,
Louis W.—H. P. Brewster, A. M. Chamber, J. W. M. Saton, Thos. W. Finucane,
Abbet O. Fenn, Granger A. Hollster, J. J. Arbert O. Fenn, Granger A. Hollster, J. J. Mander, P. A. Brownell, Edwin W. Burton, B. H. Davy, Win, E. Dugan, Geo. L. Timrose, T. J. Swanton, Peter A. Vay, Table Y.-L. B. E.dridge, W. J. Graham, W. S. Grant, W. D. Hayes, W. J. Nay, on, Lee Richmond, M. P. Whippie.

Table Z.-J. Frank Dale I. J. Fisher, Philip Present, Howard H. Sneck, Julius Stoll, E. P. Vanlloesen, F. S. Miler, Table AA.—Frank B. Decker, F. T. Ellison, James S. Hluvens, M. P. Howel, Wilbert A. Narumore, Win, T. Plumb, Dr. Chas, R. Sumner, Rev. Win, S. Carter, Table BBS—Rev. H. C. Applegarth, W. H. Duffett, John C. McCurdy, Griff D. Pamer, Rev. F. S. Rowland, H. S. Searle, Lewis Sunderlin, A. L. Thompson, Table CC—Dr. C. C. Albertson, Dr. A. Dann, George C. Haines, J. C. Ka bileisch, Rev. John Nicum, H. H. Pryor, Table DD—Mo Umer J. Cu Jinan, James Fee, John B. Howe, Win, B. Mylacra ne, Maurley J. Murphy, John H. Wallace, Arthur Warren, Table EE—I. A. Benjamin, Albert F.

Table EE-I. A. Benjamin, Albert F Heimer, James McCabe, J. T. Shumaker, David Salverds. Table FF-W. B. Armstra S. Robt. Ban-nard, F. H. Clement, Per y J. Dutton, T. H. Wittsle.
H. Wittsle.
H. Wittsle.
J. Thlessen, Theo. J. Voge.
J. Thlessen, Theo. J. Voge.
J. J. Geo. J. Hafner John J. Karle,
J. C. Karle, Wm. Karle,
J. C. Karle, Wm. Karle,
J. C. Karle, Wm. Sidney F. Lewis,



REV. C. C. A B RTSON.

HON. J. ERECK FERKINS.



Nec. 16, 1905-

CUMMINS FAVORS PERMANENT BODY

WOULD GIVE COMMISSION POWER OVER TARIFF.

PROTECTION FOR FARMERS

lowa's Governor Said While Here That the Entire Duty on Hides Should Not be Removed-Believes a Rate Bill will be Passad

When Governor Albert B. Cummins, of Iowa, was in the city Thursday he talked with the reporters and to them gave some of his opinions as to the tariff that were not included in his address before the Chamber of Commerce Thursday night, and also expresed an opinion relative rate regulation and the prospects of passage of a ship subsidy bill during the present session of Congress. It is not a present session of Congress. It is not as an advocate of railroad rate regulation or of ship subsidy that Governor Cummins is best known to the people of the United States, but as a tariff revisionist. He favors a revision of the tariff by its friends, that is, by the Republican party. The tariff on hides is a theme that appeals a Rochesterians, particularly these who. Rochesterians, particularly those wh are interested or make their living in th

are interested or make their living in the shoe or belting business.

"I do not favor the removal of the duty on hides," said the Governor, "but I do believe that the duty should be greatly exceased. I believe that only enough tariff should be retained on hides to make it, protective to the farmers of the entire county and the cattle-raisers of the West. I believe that he Lova Government that the living that the Lova Government and the cattle-raisers of the West. believe that the Iowa farmer should ! protected, and the cattle-raising interests of the state are by no means small. The duty at present is high, but it is of nevalue to the man who raises the cattle and produces the hide. The profit accruing from the tariff on his hides as it is at present goes to the packers in Chicago, Omaha and other dressed meat centers.

"Under present conditions we have the remarkable spectacle of declining value for hides and increasing prices for leathe and belting. I believe that such a cond tion is wrong and that it should be rect fied by a revision of the tariff. Recent) there has been a considerable advance i e price of leather used in making shoes and other things, and a 10 per cent, advance in the price of belting. In view of the fact that the price of hides is lower to-day than it was six months or a year ago, is there any justification in stiff-ening the price for the manufactured product?

Belleves in Reciprocity.

"I believe in reciprocity and believe that we will eventually be on a maximum-mini-mum tariff basis. I was very much in favor of the reciprocity treaty that was negotiated with France during McKinley's administration, and would be pleased to see such a treaty go into effect not only between this country and France, but various other countries with which we have important commercial relations. But I do not think that these matters will be pushed not think that these matters will be pushed to the front with such energy as to cause uneasiness in business circles. Ordinarily a mention of tariff revision causes great disquiet in all lines of industry. I believe that the Republicans will take up a revision of the tariff and will do it in such a way as to cause only a small, if any, ripple in the business life of the country.

"I believe that there should be a Tariff Commission, somewhat similar in organizasion, and that he duty of revising the tariff should be left to it. If there was any undue burden felt by any class of people, with such a commission in exist people, with such a commission in exist-ence the matter could be referred to it, and, upon proper evidence being produced, the difficulty could be easily obviated. Again, if the duty imposed in any case was not high enough to afford sufficient protection to any given industry, a change could be made in the other direction, with-out difficulty and without disturbing any out difficulty and without disturbing any

Reciprocity Proposition.

"In the matter of reciprocity, the whole matter may be summed up ... a very simple proposition. Suppose that we were exporting certain commonties o. a value each year of say \$100,000, to a given couniry. Let us assume that to put a reciprocity treaty into effect with that country would materially affect with that country, would materially affect that industry, perhaps ruin it, but would result in an addition of millions of dollars to the general exports of the United States. Which would be the more just to the people of this country. The principle of all tariff and all reciprosity negatives. and all reciprocity negotiations is to pr duce work, enable more people to find one playment at good wages. Granting that, would more people get work under the first or the second condition? Manifestly. more would be benefitted under tife second and I believe it is our duty to benefit the greater number.

"Not being in Congress, I, of course, do not know much of what is doing on the inside, but I have just come from Washington and while there I talked with several representatives and I believe that a railroad rate regulation bill of some kind will be passed during the present railroad rate regulation bill of some kind will be passed during the present session, at least by the House of Representatives. "I do not believe that a ship subsidy bill will be passed during the present session. The feeling in Washington relative to the subject is not so strong as on the cobject of the tariff and rate regula-Democrat & Chronicle

DECEMBER 16, 1905.

SAME RESULTS; TWO VIEWPOINTS

Governor Cummins and Rochester Shoe Men on Same Platform.

FOR FREE HIDES

Iowa Man Says Western Farmer Receives No Benefit From the Duty.

BEEF TRUST GETS PROFIT AND HAS SOLE BENEFIT

Governor Albert B. Cummins of Iowa,

who was one of the speakers at the Chamber of Commerce Thursday night, lett the city at an early hour yest left the city at an early hour yesterday morning for his home in Des Moines. This was his first vigit to Rochester and he was personally unknown to most peo-ple here, but it is not often the Chamber or Commerce has procured on the speak-or's list a man whose name has been more before the public in recent years. nore before the public in recent years. Before he left the city a Herald reporter had a chat with the Iowa man on several interesting topics, affecting national legislation in which Rochester is interested. In view of the Governor's position as the leader of the movement for a revision of the tariff, his attitude toward the duties by which Rochester manufacturers are specially affected will prove of considerable interest. He announced at length and with much clearniess and elequence his position generally ness and eloquence his position generally on the subject of tariff revision, and these sentiments were printed in the re-port of his speeches yesterday morning in The Herald.

The reporter sought the Governor's opinion on the proposed repeal of the duty on bides, to advance which a number of Rochester manufacturers went with a large and influention delegation to visit President Roosevelt at Washington recently. The manufactu shoes from Massachusetts and New York made up most of the delegation, but there were representatives from all part

Two Points of View.

Governor Cumming represents an agri-cultural community with no shoe manu-facturing industry to look after. His constituents raise the cattle and sell the indes, which the manufacturers from Rochester, Lynn, Brockton and other shoe centers buy. The viewpoint of Govorner Cummins on the question of free hides would naturally be directly antagonistic, therefore, to the position of a Rochester shoe manufacturer. On general principles, a Western cattle raises would favor a duty on hides, on the theory that the value of his product might be increased in the market. The man who makes shoes argues, as did the dele-cates at the Washington conference, that duty on hides increases the cost of

t was with some surprise, therefore, hat it was learned Governor Cummins and the Rochester manufacturer reach the same conclusions from such different points of view and along different lines of argument.

Beef Trust Robs the Farmer. "Certainly I believe in a tariff o

"Certainly I believe in a tariff on hildes," said Governor Cummins. "That is, I believe in a duty on agricultural products in order that the farmer with his product may be on a par with the manufacturer and his product equalized with the products of the factory. When this is done, the farmer ought to get an increased price for his cattle by rea-son of a duty on hides. But the gigantic corporations that have eliminated competition in other lines have operated against the cuttle men as well. As I understand it, the Western farmer does not profit a dollar by the duty on hides. It all goes to the beef trust. The big packer makes that much extra profit the manufacturer is forced to pay more for his leather and the farmer gets noth-

"Are you in favor of the repeal of the duty on hides?" asked the reporter, that the logical conclusion from the

If present conditions continue that the farmer and the manufacturer both suffer and the Chicago packer alone makes the profit, I am certainly in favor of some remedy and I know in order to be effective that remedy must be drastic. If there is no other way to remedy the situation, the duty on hides must be repealed as it certainly is not doing any good to the farmer now."

Wants a Tariff Concession.

"My own remedy for this and similar iditions, where large corporations in terfere with the normal laws of trade eliminating competition, is for the MONDA

on with summar that was working honopoly alone. If this the commission could was possil. The commission could suspend indefinitely the duty on hides and that would give the manufacturers free hides as long as the beef trust was in a position to stifle competition and rob the farmer of all the benefits that ought to come from the duty. I do not mean to apply this remedy alone to the duty on hides, but to all other tariff duties where the same Injury is wrought to the people for the sole benefit of the

Looking After Bate Bill .

Governor Cummins came to Rochester on Thursday direct from Washington where he had spent several days since Congress convened looking after matter

Congress convened looking after matters of proposed legislation. The special subject that engaged the Governor's attention in Washington was the rullroad rate bill. A year ago he headed a delegation of Western Governors who called on the President to urge such a measure of relief in transportation.

President Roosevelt shortly after that did recommend in the strongest terms in his message the passage of such legislation. The visit of Governor Cumminated others did not initiate the movement as the President had already acquired emphatic views on the subject, but they gave him much aid and support by showgave him much aid and support by show-ing that the people of the West were aroused on the subject and stood ready back up the President in any fight hat might come with Congress

Congress Will Pass Rate Bill.

Povernor Cummins said on this sub governor Cummins said on this subject to the reporter: "I give it as my
deliberate opinion that the present Congress will pass a rate bill, substantially
on the lines advocated by the President.
Of course, the House will pass it. The
only question has been as to the Senate.
I am convinced from what I learned in
Washington this week that the Senate.

am convinced from what I learned in Washington this week that the Senate will fall in line and that the President will win out."

Governor Cummins has a reputation in the West, extending far beyond state lines. He is the author of the so-called "Iowa idea" that electrified the county a few months ago and started the present agilation for their social to the county. a lew months ago and started the pres-ent agitation for tariff revision. After a hard fight in the Republican state con-vention in which it was recognized Recre-tary Shaw, of the Treasury Department, was his real opponent, Gavernor Cum-mins secured the adoption of a plank, declaring in substance for the repeal of all tariff schedules that served as "a shelter for monopties".

Iowa Idea Applied To Rochester.

The Iowa idea has proved very popufar in the last year or two. As Governor Cummins has continued to advocate it with all his eloquence and earnestness in overy section of the country, he has started an agitation for tariff revision that promises soon to bring about re-

The Iowa idea, as applied to free hides. means the repeal of the duty, not for the reasons urged by the Rochester manufacturer but for reasons stated in the convention platform that it shelters

As long as Governor Cummins of Iowa and Governor Douglas of Massachusetts reach the same conclusion that the duty should be repealed the farmers of the West and the manufacturers of the East can join hands. The Rochester manufacturers will not quarrel as to the argument if the West will contribute the votes to repeal the dury

ment if the West will contribute the votes to repeal the dure modern language besides English be required of all in the service; that appoint ent to highest grades be only by pronotion; that five inspectors watch ac-counts; that all fees be accounted for and a salary sufficient to meet the needs of the consul be provided, that clerks the consular offices shall be Americans. Secretary Ives read a communication rom a concern in New York City that was property in Rochester which it is

willing to convert into a plant for a silk mill. The letter will be forwarded to a silk firm in the east that is desirous of locating here.

A committee consisting of Robert A Badger, J. G. Kaelber, H. B. Graves and C. N. Rogers was appointed to revise the present cammittee that page 185. the present committee plan, making the committees, now composed of eighteen embers, smaller and subdividing the

M. C. Hayette, of Chicago, an expert combustion, will deliver a lecture be-r the corporation some time in Febru-

At the annual meeting January Kill, in following officers will be obserted: the following officers will be elected: President, Robert A. Indgert Vrin-presidents, Michael Doyle, Charles F. Garffel I. J. George Kaelber: trustees for three years, II, C. Brewster, W. C. Barry, Robert A. Barry, Henry Barnard, George R. Fuiler, W. D. Inde, Lipman Holts, II, B. Graves, C. F. Garffeld, S. C. Langslow, P. E. McPhail, Philip Prescut, W. C. Morse, Clinton Rozers, L. L. Stone of Morse, Clinton Rogers, L. L. Stone, C. W. Trotter, A. B. Warren, A. L. Thomps

The following were yesterday elected members of the chamber: E. W. Edwards and son, 132 Main street east; Fish and Horton company, 123 Mill Street; Chaldre, Engestries company, 611 Contral

Lec. 21, 1105. ROCHEST ASKED TO FAVOR

CONSULAR BILL

ELIHU ROOT WRITES TO CHAMBER OF COMMERCE.

DATE FOR ANNUAL MEETING

Board of Trustees Sets January 8th for Election of Officers-Committees to be Subdivided-Talk on Combustion for February Meeting

Chamber of Commerce trustees, at their regular monthly meeting yesterday, decided upon January 8th for the annual meeting of the corporation, when officers will be elected. Several matters of importance came up for consideration, among them a communication from Secretary of State Elihu Root, arging the Chamber of Commerce to give its support to the Lodge

merce to give its support to the Lodge consular bill.

The bill for which indorsement was asked provides for the complete reorgani-zation of the consular service, and it is said that President Roosevelt is especially desirous that it become a law. This is apparent from the fact that his Secretary of State is sanding letters to chambers of State is sending letters to chambers of commerce, boards of trade and other similar organizations throughout the country, asking their approval of the measure and their aid in getting it through Con-

Provisions of Consular Bill.

The bill provides, among other things, or a classification of the consular service nto grades, similar to a civil service classification, for which examinations are sification, for which examinations are to be held. It is required that consuls shall be familiar with one modern language other than English; that appointments to higher grades shall be made by promo-tion; that clerks in the foreign consulates shall be Americans, and that all fees are to be accounted for. It is thought that from the method pro-posed by the bill, politics will be climinat.

posed by the bill, politics will be eliminated from the service, especially with reference to appointments. It is believed that a better class of consuls would be ob-tained and that they would receive in-creased salaries befitting their positions. The bill has been in Congress before, but has always been pigeonholed by commit-tees. It is understood that there is con-siderable opposition among senators and representatives, as much of their return representatives, as much of their patron age is distributed through the consular service. It is this opposition that the Secretary of State is seeking to have overome. The trustees passed a resolution ormally approving the proposed act.

To Revise Committees.

Tile trustees appointed a committee consisting of R. A. Badger, J. G. Kaelber, H. B. Graves and C. N. Rogers to take up the subject of the make-up of the new committees to be appointed at the annual meeting. Each of the standing committees is now composed of eighteen members. It was thought advisable to have smaller committees and have them subdivided for special lines of work. This committee will report at a special meeting of the trustees next week Thursday.

A letter was received from a concern in

A letter was received from a concern in New York stating that it owned property in Rochester which it was willing to con-vert into a plant for a silk mill. Secretary lves was directed to forward the letter to

a silk firm in the east that is said to be desirous of locating in Rochester.

It was announced that M. C. Hayette, of Chicago, an expert on combustion, will give an illustrated address, probably in Fobruary, before the corporation on "Coal Combustion, Cost for Power and Smoke Prevention."

Officers to be Elected.

At the annual meeting, January Sth, Secretary John M. Ives will present his report for the year, a statement as to the finances will be made and the following officers will be elected: President, Robert A. Badger; vice-presidents, Michael Doyle, Charles F. Garfield, J. George Kaelber; trustees for three years, H. C. Brewster, W. C. Barry, Robert A. Barry, Henry Barnard, George R. Fuller, W. D. Hale, Lipman Holtz, H. B. Graves, C. F. Garfield, S. C. Langslow, P. R. McPhail, Philip Present, W. C. Morse, Cluton Rog-Philip Present, W. C. Morse, Clin ers, L. L. Stone, C. W. Trotter, A. B. Warren, A. L. Thompson.

The following were elected members of

the chamber yesterday: E. W. Edwards & Son, No. 13: Main street east; Fish & Horton Company, No. 123 Mill street; Christy Engraving Company, No. 614 Central building; Frank A. Maselli, No. 223 Dartmouth street; Fred F. Sabey, No. 170 South avenue. 223 Dartmouth stree 170 South avenue:

CHAMBER OF COMMERCE Dec. 28, 1905.

Date for Annual Meeting Set and Consular Bill Indorsed by Trustees -Other Business.

January 8th was the date decided on for the annual election of officers at a meet-ing of the board of trustees of the Chamsented and undoubtedly sented and undoubtedly sposition has been shown:

A. Badger; vice president Charles F. Garneld, J.

L. Stone, C. W. Trotter, A. B. Warren, A. L. Thompson.

Secretary Ives read a letter from Secretary of State Elihu Root, asking that the Chamber go on record as indorsing a bill to be introduced at the next session of Congress by Senator Henry Cabot Lodge of Massachusetts, which provides for the reorganization of the consular service. After much discussion the trustees passed a resolution formally approving the proposed act. The object of the proposed bill is to eliminate politics from the service and for that resan it is thought that there will be considerable opposition manifested by the Senators and Representatives as much of their patronage is distributed through this channel. The bill provides that one mod ralanguage besides English be required of all in the service; that appointment to highest stades be only by promotion; that five inspectors watch accounts; that all fees be accounted for and a salary sufficient to meet the needs of the consul be provided; that clerks in consular offices shall be Americans.

The subject of making the committees of the corporation smaller was discussed and a committee composed of R. A. Badger, J. S. Kaelber, H. B. Graves and Clinton Rogers, ex-officio, was appointed to consider the matter and to report at a trustee meeting to be held on January 4th. Each

meeting to be held on January 4th. Each of the standing committees is now composed of eighteen members and it is felt by some that this number makes the committee so large as to be unwicidly.

The following were elected members of the Chamber yesterday: E. W. Edwards & Son, 122 Main street east; Fish & Horton Co., 123 Mill street; Christy Engraving Co., 611 Central Building; Frank A. Maselli, 223 Dartmouth street; Fred F. Sabey, 170 South avenue. Union + Advertises Historic Scrapbooks Collection

E. M. HIGGINS CO.

18 Main Street West

Mumm's Exten fley

Quart. Pint

Pontet Conet

Plat

Promuers Nature Very Dry

Cruse & Fils St. Julien

Grand Vin Chateau la Rose

ROCHESTER DEMOCRAT AND CHRONICLE, MONDAY, JANUARY 1, 1906.

EVENTS IMPORTANT AND UNUSUAL IN ROCHESTER IN THE PAST YEAR

CLASSIFIED FOR REVIEW

Happenings of More Than Usual Interest.

LIGHT FIRE LOSS

Millions Less Than the Figures of 1904.

MANY VIOLENT DEATHS

Casualties and Suicides Show Up in Bold Figures, Persons to Die by Self-Inflicted Injuries Increasing Over Suicides of the Year Preceding-Campaign on Crime

seven suicides marked a year of progress and prosperity along general lines in Rochester. The casualties of 1905 were 118, as compared with 119 during the year preceding, while those to die by self-in-

The past year marked the return of a re loss something like the nominal. The reat drygoods district fire of 1904 added \$3,000,000 to Rochester's fire loss for the year. For the past year the losses were less than half a million. The large fires of the year totalled up \$270,500 as com-

pared with \$3,500,000 in 1904. In neither instance are the little fires included, Of the casualties, steam and electric railroads claimed the greatest number of vic-tims. Forty lives were sacrificed on the railroads, this number being augmented by six deaths as the result of electric car ac cidents. Fifteen persons were drowned and ten lost their lives in falls. Additional deaths and causes were: Burns, 9; asphyxiation, 8; runnways, 4; exposure, 3; poisoning (accidental), 3; sending 2; also deaths are one each by lightning and elec-trocution and one a woman crushed under a refrigerator.

In 1904 more persons ended their lives by use of earbolic acid than by any other means. There were only six deaths by shooting. In 1905 there were twelve deaths by shooting, seven by carbolic acid pois-oning, six by hanging, three by drowning, two by use of gas and seven by other

The following review contains all the events of importance in 1905, including a large majority of the fatalities:

Casualties.

Jan. 8-Body of Daniel Stevens found in Gates barn; death by freezing.
Jan. 9-Michael Reynolds died from in-juries received in street car accident.
Jan. 12-Raymond Buck, aged 13, inmate 8. 1, 8, scalled to death in tub.
Jan. 12-George T. King killed by train tear Pittsford.
Jan. 14-Robert Smith killed at Mumford by train. Jan. 18-Lucien V. Came killed by train a Fairport. Joint freizes to seath near Leingu vancy Station.
Feb. 5—Charles Ehmke, No. 42 Second street, died from Injuries received by being struck by N. Y. C. train.
Feb. 6—Frederick Genova, No. 116 Hawley street, crushed to death in elevator accident.
Feb. 13—Thomas F. O'Relly, No. 16 Haist place, died from Injuries received in fall down elevator shuft.
Feb. 15—George Stolz died from effects of gas poisoning.

water, b. 28-Walter Ryan, Faleport, killed by

train at Despatch.

March 2—Frank Mura, aged S. No. 9 Hammill place, killed by cars while returning from school. from school.

March 4-John W. Kress, aged 35, No. 231
Selo, died from fractured skulf.

March 6-Thomas J. Weish, aged 40, No. 1
Elton street, killed by cars at Culver street
crossing of N. Y. C.

March 13-Anthony C. Karp, aged 51, No.

March 13—Anthony C. Karp, aged 51, No. 1

21 Sellinger street, broke neck in fail fromscaffold in SS. Peter and Paul's Church,
March 23—Frank Dressler, 84, No. 161
Sclo stret, died in hospital from exposure.
March 27—John Powers, hit by train 3a.
Clyde, died in a hospital.
April 1—Richard Grant, and John Hawley
Ellied by cars in Despatch.
April 2—Mrs. Wilhelmina Fleckenstein,
No. 44 Madison street, died from effects of
carbolic acid, poisoning; taken for medicine.
April 6—Patrick Riordan, aged 45, died
from injuries received in runaway.
April 9—Frederick Jannick, aged 63, No.
34 Honry street, broke neck in fall at his
home.

home.
April 10—Body of Antonio Fernandex Medina, aged 38, of Mexico, found in Union street subway beneath N. Y. C. tracks.
April 27—Lieutenant Theodore Fitzgerald, Jr., No. 239 Otis street, asphyxiated in State street fire.
April 30—Peter H. Roth, aged 44, No. 400
Hudson avenue, died from injuries received
in collision between street car and brewery Magon.
May 5-Mrs. Carrie Pruner, No. 20 Lawn street, dled from burns received in fire at her home.

annorn.
June 6.—Elmer Bahringer, Pittsford, killed
y Rochester & Eastern train near his home,
June 7.—Body of Jacob Popp, Summerville,
ound in river at Charlotte.

June 18-Walter Cherry, aged 18, No. 272 North Clinton, killed by lightning. June 19-Frank Tosch, aged 20, No. 72 Sixth street, killed in fall from Atlantic ave-Jakh street, killed in fall from Allantic ave-tue subway coping.

June 24—Body of Henry Ruff, aged 5, No.
Paul place, found in canal.
June 26—Junes McDonald, Brighton, died from injuries received by being struck by Glen Haven car.

June 28—Body of Gustave Woft, aged 32, Gates, found in canal.

June 29.—John Dempsey, aged 32, Spring-field, Mass., lost his life in fall from Sibley building platform.

June 28.—William C. Merk, aged 25, No. 48, Firth street, knocked from ear of which he was conductor, and killed.

June 29.—Ray Young, aged 14, No. 3 Ravine ascende, drowned in river.

July 1—Leo Bludau, aged 19, Despatch, killed in explosion of dynamite in Despatch, July 2—Leo Bludau, aged 8, No. 100 Martin street, drowned in river.

July 4—William Ebener, aged 78, Webster, July 4—William Ebener, aged 78, Webster, Killed by Solus Ray trolley near Webster.

July 6—Jesse Wright, Hamilia, killed by R., W. & O. Irain at Morton.

July 7—Brano Membretti, aged 12, No. 289 June 28-Body of Gustave Woft, aged 32,

July 7-Bruno Membretti, aged 12, No. 289 Meigs street, drowned in canal, July 10-Body of unidentified man taken

July 10—Body of unidentified man taken from canal at Allen street.

July 14—Jessle Ryan, aged 35, Parma, took arsenic, thinking it bromo-seltzer.

July 18—Negligence of Englineer James L. Clark, of Buffalo, responsible for wreck on New York Central in East Rochester yards, in which he received Inducies that resulted in death.

July 19—Heat caused death of Patrick Riley, aged 55, No. 40 Haldt place.

July 29—H. D. Middleton, aged 16, No. 67 Clinton avenue south, killed in elevator accident at No. 422 Clinton avenue south.

July 20—John Oster, aged 4, No. 117 Woodward street, wandered away from bonthouse at Crescent Beach and was drowned.

July 23—John Mine, aged 40, No. 14 Pleasant street, died from injuries received by being run over.

July 23—Body of William T. Bowen, aged

38. No. 39 Elizabeth street, found in upper river by canocists.
July 28-45. J. Sawyer, aged 26, No. 65 Ply-mouth avenue north, decapitated by B., R. & P. train in Lincoln Park.
And J. J. J. J. Sawyer and J. No. 80 Front street, fell from second story to basement, crushing his skill.
Angust 1-Hacold Horsey, aged 15, No. 39 Romeyn street, frowned in canal.
Aug. 3-James Simonetti, aged 9, No. 53 Weddale way, drowned in Angust 1-Aug. 7-Mrs. Julia Wilson, aged 50, No. 356 State street, fell from third story who-dow to street.

low to street.

Aug. 9-Body of unknown man fished from Aug. 25—William H. Cone, aged 65, No. 81 1-2 North Union street, value 1.7 No. 12 North Union street, vectoring Aug. 21—Nody of Frederick McCormick, aged 22, No. 47 Cameron street, recovered from Inondequoit bay.

Aug. 12—Body of Robert Parks, No. 280 Whitney street, found heside New York Central tracks at Brown street.

Aug. 19—E. J. Cornwall, No. 1 Ray place, electrocuted at Charlotte,

Aug. 22—Mrs. Elizabeth Burr, aged 37, No. 54 Friederich park, died from burns received August 23

Aug. 23—Salvatore Barond, of Avon, killed by Eric train near Rush.

Aug. 25—William H. Cone, aged 65, No. 81 1-2 North Union street, killed in East. Rochester Yards of New York Central, Aug. 30.—Body of Mrs. William Robertson, No. 15 Howell street, found under refrigerator by son; ice box supposed to have fallen on her.

Aug. 31—Unknown man killed in New York Central yards in Fast Rechester.

Sept. 11—John Flyan killed by Leihgh Valley train in Mendon.

Sept. 11—John Flyan killed by Leihgh Valley train in Mendon.

Sept. 11—John Flynn killed by Lehigh Valiley Irain in Mendon.

Sept. 11—Angustus Frank killed by Lehigh
Valley Irain in Mendon.

Sept. 15—Levi Hey, aged 68, died in hospital from sulky, "I have been greated by being thrown
from sulky, "I have been greated by being thrown
from sulky, "I have been greated by being thrown
Sept. 15—Levi Hey, aged 68, died in hosgreated by cars in Syracuse while wife was
walting for him take train home.

Sept. 2—Frank D take train home.

Sept. 2—Frank D take train home.

Sept. 20—Mrs. Robert McCammon, No. 186
Frost areane, asphyxiated at home of brothe
in Toronto.

Sept. 30—J. G. Loys, carpenter, received
fatal injuries by being struck by Rochester
and Eastern.

Oct. 1—Beulah Maynard, aged 4, No. 106
Kenwood avenue, died from injuries received
by heing struck by an engine at Fairview.

Oct. 2—Charles Meyers, aged 23, died by
New York Central train near Clyde,

Oct. 4—Body of Patrick Donina, aged 21,
No. 1,281 Main street east, recovered from
canal.

Oct. 8—Unknown man killed by train at

8.-Unknown man killed by train at Yest Bergen, Oct. 19—William McHao, Brockton, Mass., Jilled by R. W. & O. Irain at Hilton, Oct. 24.—William Shilth, aged 48, killed by Sew York Central train near University ave-

New York Central train near University avenue.

Oct. 25-Nellie. Tesia, aged 12, fatally burned in Hartford street bonitre.

Oct. 27-Andrew Brydle, aged 76, retired elegyman, No. 11 Morgan street, burned to death at his home.

Oct. 29-George C. Brooks, B. R. & P. fireman, aged 25, No. 128 Clifton street, fell from eah window of engine and broke neck.

Nov. 1-Mrs. Lawlan M. Hard, aged 97, No. 147 West street, burned to death 10 fire at her home. Nov. 1-Mrs. Lavina M. Hard, aged 67, No. 147 West street, burned to death 10 fire at ber home.

Nov. 1-Fred Kroger, No. 52 Clinton avelance north, filed from effects of inhaling filuminating gas.

Nov. 2-J. Frederick Smith, No. 11 Prospect street, asphyslated by coal gas.

Nov. 3-Ruth M. Hallauer, aged 16 months, No. 36 Alexander street, choked to death in attempt to eat peanuts.

Nov. 8-Jabez Ward, Newfane, aged 28, found dead on New York Central tracks in Brighton.

Singhton.

Nov. 7—Lacy Handel, aged 21, No. 8 Dirager place, took carbolle acid, thinking it pough syrap.

Nov. 8—Body of John Keily, No. 21 Jones street, brought home from Indiana, where he

in mod in burnyard at No. 64 Glentale park while in a fi.

Nov. 18—Vincenzo Parretti, aged 43, No. 116 Frankfort street, died from injuries received in fall of pile of bricks near which ne was working.

Nov. 19—F. J. Wirth, aged 21, No. 193 Ontario street, accidentally shot at lakeside.

Nov. 20—Emil. Schroeder, aged 20, died in hespital from injuries received by being struck by a street car.

Nov. 29—Mrs. Mary Knapp, No. 277 Smith street, fatally burned in fire at her home.

Nov. 30—Charles Hayes, aged 75, No. 27. Romeyn street, killed by New Work Central train at Saxton street.

Dec. 8—Pasquale Salerno, aged 40, asphyxinted by coal gas at North Ualon and Wangman streets.

Center.

Dec. 16—Notsy Le Martine, aged 4, No. 16 Watt street, died from injuries received in full into kettle of hot water.

Dec. 22—J. W. Perry, Despatch, killed in accident at factory in which he was emistered.

Jan. 1—William Heath and John Kennedy, Churchville bank robbery suspects, arrested in New York. Jan. 4—Edward James and William Smith, Churchville robbery suspects, arraigned in Churchville. Jan. 4—Proprieter of Hotel Roma fined \$160 for running disorderly house.

burn.
Jan. 12—William R. Smith discharged, John
Kennedy and Edward James held for Grand
Jury in Churchville case.
Jan. 14—Sheriff Ralicy took Licentenant P.
Cotclefer, Fire Department. Into custody for
contempt of court by falling to pay alimony

to wife.

Jan. 18—II. S. Braman sentenced to eighteen months in Auburn and fined 5500 for conspiring to use mails to defraud.

Jan. 21—Grand Jury indicted Kennedy and James, Churchville bank robbery suspects; Charles Bisel Indicted for grand larceny in second degree in diamond ring case.

Jan. 28—Dr. Willam C. Neegus sentenced to Auburn, for eighteen months for seiling worthless stock in gold nimes.

Jan. 31.—Indictments against John Kennedy and William Smith, Churchville bank robbery suspects, dismissed.

Feb. 1—Death sentence of George A. Smith, Churchville wife murderer, commuted by Governor Higgins.

Feb. 7—Antonio Cocimo, Charles Fargo and Peter May held for Grand Jury in connection with death of John Burris in Charlotte riot.

March 6—Edward James, Churchville bank robbery suspect, found guilty in County Court; verdict set aside and new trial ordered, two Jurors admitting doubt.

March 15—Andrew Crane, aged 17, No. 199
Frank street, tied to New York Central tracks near Hill street; five companions arrested on charges of assault, first degree.

March 17—Grand Jury returned indictment of murder in first degree against Berry 6. Jackson.

March 31—William A. Davis. Honeoye Falls, sentenced to hineteen years and six months in Auburn, rape.

April 1—Mrs. Louise Nonn, keeper of disorderly house, sentenced to penitentiary for 190 days and fined \$400.

April 3—Harry Yates, convicted of second degree rape, sentenced to Auburn for four years and eleven months.

April 18—Myron Kerr, Manitou line motorman, placed on trial for manslaughter by causing death of August purbott, a boy passenger, through carelessness.

April 20—Kerr Jury, unable to agree, discharged.

May 4—Pollee got nine women in raid of harged.

May 4-Police got nine women in raid of
he "Oak." No. 147 State street.

May 6-Eleven women taken in police raid
on Dake's saloon, Clinton and Monroe ave-May 7-Oak surrendered its liceuse as re

May 1—Oak surrenural sailt of raid.

May 8—George C. Dake and Clarence E. Jennings rrested on charges of seiling liquor to a minor; additional charge of keeping disorderly house against Dake.

May 15—Federal Court jury in Charles S. Qualirough case discharged upon failure to Aug 16—Herbert Wheeler fined \$500 for keeping disorderly house, May 19—Jury in Jackson murder case re-turned verdict of gullly, manslaughter, see

turned verdict of guilty, manslaughter, seeond degree.

May 22-Berry Jackson sentenced to Auburn for nine years and six months for kinbing Charles F. Ames.

May 25-Trial of Dr. E. L. Mooney, of
Syracuse, on bribery charge, begun in Trial
Term of Supreme Court.

May 26-Charles Hovey arrested on bench
warrant issued on sealed indictment chargling him with maintaining a disorderly house
and allowing young woman under legal age
to free mit his resort.

May 29-Conviction of Franklin A. Booth

of no milty.

May 29—Conviction of Franklin A. Booth reversed and new trial ordered.

June 20—Erwin M. Smith found guilty of manshaughter, second degree.

June 23—Erwin M. Smith sentenced to Auburn, fourteen years and nine mouths.

June 28—Justice Foote denied change of

March 11.—Dr. A. B. Frazee, 45 years, No. 49 Chiford street.

April 2—David E. Mosely, 65 years, Charlotte.

Dec. 2—Simon Stern, aged 53, Dec. 14—Mrs. H. H. Stebbins, aged 60, No. 24 Prince street. Dec. 19—Mrs. Mary Quigley, aged 84, No. 116 Campbell street. 116 Campbell street, Dec. 27-William Purcell, aged 75, No. 1017

Jan. 18.—Union Clothing Company, Main street east, \$2,500 damage, origin unknown.

Feb. 2.—Riley Brothers' couch factory, No. 114
Child street, \$25,000 damage, origin unknown.

Feb. 18.—Store of Abraham Goldman, No. 222
Joseph ayenue, \$5,000 damage, origin in lighted taper which dropped into display window.

Fob. 26.—Old Kelly shoo factory, Mill and Andrews street, \$8,000 damage, origin in defective wiring.

tion.
Aug. 25-Phelps and Fletcher Lumber Co.,
83,000 damage; origin unknown.
Oct. 19-Building at No. 9 Griffith street
occupied by several firms; \$20,000 damage

known.

Nov. 27—Tenement building owned by Mor-ris Nusbaum, Joseph avenue and Helland street, \$1,509 damage; origin unknown.

Homicides.

Jan. 30—John Burris, negro, shot in free-for-all fight between negroes and Italians in Charlotte hotel.

March 7—Body of Charles M. Ames disin-terred from ceriar of Gates farmhouse and Berry G. Jackson, a coachman, arrested for crime.

April 29.—Amanda Love killed by husband while drunk in St. Paul street tonement





RENOVATOR or all liver, ste Six months Perry, Whit-

3-dec-au MIST WILL





Curran. Dec. 28-Baby's body thrown into lak near Oklahoma by well-dressed woman wh drove to lake in rig hired from Rocheste

Labor.

Jan. 3-Thirty union men at work on Wes High School called out because non-union high school cares plumbers employed. Feb. 26—General Rallway Signal Compan employees to number of 125 went out be cause of attempt to introduce piecework sy-

March 9 Sixty five union men at work on Fally building called out because non-union Fahy building called out because non-men employed.

March 10—Fahy building strike partiall
March 10—Fahy building strike partiall

March 29-Lieutenant F. A. Anderstander police captain.

April 5-Henry B. Chapin elected first lieutenant of First Separate Company.

April 11-Rev. Nelson Millard withdrew from Preshyterian Church because he dissented from Westminister Confession of Faith.

April 23-Dr. C. E. Hamilton's last day at First Methodist Church, closing pastorate of nine

years.

April 25.—Deputy Chief of Police Francis II.

Schoeffel resigned.

May 1—Resignation of Rev. I. P. Coddington,
D. D., paster of First Universalist Church, ac-

May 1—Resignation of Rev. I. P. Coddington, D. D., pastor of First Universalist Church, accepted.

May 14—Rev. G. Lyon Caughey, of Memorial Presbyterian Church, and Rev. Charles P. Coit. D., of East Side Presbyterian Church, resigned. May 16—Persons interested in anti-smoke ordinance appeared in Common Council chamber with petition signed by 2,300. Property of the Common Council chamber with petition signed by 2,300. May 19—School board replied to ministers' protest against dancing by saying that rythmic exercises would be continued in school; no control over pupils after schools hours.

May 23—Common Council adopted amendment to police ordinance permitting appointment of sixten additional patrolmen.

May 24—Thomas F. Hickey made coadjutor bishop of Rochester diocese.

May 28—Chamber of Commerce building passed into possession of Harold C. Kimball, June 1—Public market opened.

June 34—Thomas C. June 17—Bolt of lightlying tore through Scottsville dwelling, stunning flye persons and nearly killing two.

June 18—First dirt of barge canal turned in Greece.

June 29—Presentation of statue of Dr.

June 29-Presentation of statue of Dr. Martin B. Anderson to University of Roch-

July 5—Captain William Simmons com-plained that he had been obliged to haul down his colors on July Fourth at Charlotte and substitute the American flag. July 20—Contract for Cobb's Hill reser-voir let.

oir let.

August 5—Cornerstone of Armory laid.

Aug. 18—Iroquois, sailed by L. G. Mabett, won deciding race of series for Can-

bett, won deciding race of series for Canadés cup.

Sept. 12.—Big conference of telephone men to consider the advisability of consolidation.

Sept. 14.—High School fraternities made the subject of an investigation by school authorities.

Sept. 17.—Naval Armory at Summerville, unequalted in America, finished by contractions.

Sept. 26—Meeting of committee appointed to investigate charges against Rev. Algernon C. Crapsey, D. D. Cet. 1-Rev. C. O. Eames resigned as pastor of South Congregational Church, Oct. 2.-Rev. John -estip installed as pastor of United Presbyterian Church. Oct. 7.—United States Independent Telephonic Company perfected permanent organization.

Oct. 10.—Population of Rechester an-

onneed as 181.072.

Oct. 11—Decision of Court of Appeals probled A. E. Clark, Batavia lawyer, from urther practicing in this state.

Oct. 15—Stay granted in Clark disbarment

term, Nov. 16—Report of Dr. Crapsey charges committee, two for and three against a

committee, two literary trial.

Nov. 20—High School fraternities declined invitation of School Board to occupy rooms

A school building.

Nov. 25—Traffic squad went on duty.

Nov. 28—Erie canal closed for season at

midnight.
Nov. 29-\$25,000,000 morigage filed by United States Independent Telephone Com-

Dec. 3—Eightlieth anniversary of Brick Church. Dec. 9—Control of Rochester Railway and Light Company solid to Vanderbillt-Andrews

Syndicate.

Dec. 14—Chamber of Commerce dinner.
Dec. 18—Rev. I. P. Coddington, D. D., accepted call to Nashua (N. H.) Universalist Church.
Dec. 21—Captain C. A. Sammons, of Eighth Separate Company, elected to captaincy of

Separate Company, elected to captaincy of First Separate Company. Dec. 27—Board of Supervisors held ban-

quet.

Dec. 29—Consecration of Christ Church.

Dec. 30—Governor named George A. Benton as county judge and made Seldon S. Brown aurrogate of Monroe county.

20-Mary S. Anthony tried to regis-Second district of Eleventh ward. 6-Work of electrifying West Shore

March 10-Faby outling strike partially settled by employment of union painters.

March 30-Carpenter Contractors' Association went on record as opposed to sympathetic strikes.

April 25-Union carpenters, No. 172 and 179, voted to accept compromise with Carpenter Contractors' Association. April 28-Sheet and Metal Workers reached compromise with employers, averting a

compromise with compositions strike.

May 17—Conference between Hod Carriers and Building Laborers' Unions executive committees and Mason Contractors' Association falled to bring about agreement in difference arising from demand of unions for increas of eminimum wages scale. of minimum wage scale.

May 22—Hod Carriers decided to insist on twenty-five cents an hour.

July 7—Woman laundry workers' union formed.

formed.

July 17—Contract drawn between Masons' and Builders' Association and Street and Building Laborers' unions, fixing minimum rate per hour to be paid building laborers at 23 cents, in force from July 1, 1905 to April 1, 1907.

 1907.
 Sept. 16—Compositors in eight printing establishments quit work to enforce demand for eight-hour day.
 Dec. 29—Team drivers' union formed. Suicides.

Jan. 2—Charles A. Whitney, Lyons, died from buller weund inflicted December 21st.

Jan. 21—Grace Moy, Pittsburg, drank carbolic acid at No. 183 Calcidonia avenue.

Jan. 26—George M. Ritter, Jefferson avenue, cut throat at police headquarters.

Ech. 22—Mrs. Frederick Fry, No. 90 Locust street, drank carbolic acid.

March 8—Gustave Frank, No. 708 St. Paul street, shot himself on Lake Shore train near Buffalo.

March 26—Unknown man jumped from Central avenue bridge into river.

March 26—Henjamu T. Porter, Albion, hayed almself in State Hospital.

April 10—Joseph Bernard, Fitchburg, Mass., leaped from second gallery of penitentary, fracturing skull on floor of corridor twenty feet below.

April 11—Judson Pischer, Farma Center, hanged himself. innged bimself, April 12-Arthur Luetchford, Pittsford

shot himself.
April 21—Clinton Dean, No. 62 Stone street, cut throat while walking in South May 5-Allen Z. Henley, No. 153 Masseth

street, drank carbolic acid, severed arteries in ankles, and cut throat.

May 9-Body of Andrew J. McNaill, No. 5 Marshall street, found in river.

May 23-John Englert, No. 954 Clinton avenue north, died from bullet wound in brain inflicted May 224.

May 25-Hugh Doyle found hanging from rafter in mother's barn in South Lima on day of his appointment to Rochester police force. May 30-Mrs. Anna Eastwood, No. 472 Jay street, drank carbolle acid.

June 6-Mrs. Rowena Bainbridge, No. 450
Court street, drank carbolle acid on canai
bank in Brighton, where her body was
found.

bank in Brighton, where her body was found.

June 9—Mrs. Harriett McGarry, Alexander Hill, used cloth saturated with chloroform to end her life.

June 13—Charles Leimgruber, aged 60, No. 82 Martin street, took carbolic acid.

June 25—Angust Krube, Jr., nged 48, Brighton, hanged himself.

June 26—Mrs. Jennie Copeland, aged 48, No. 104 Tremont street, Illuminating gas.

July 2—H. C. Hewer, No. 431 Lake avenue, shot himself.

July 8—Walter C. Kennel, aged 36, Chili, shot himself. hot himself.

July 18-C. B. Townsend, aged 37, No. 278
Monroe avenue, shot himself while lying in

July 18.—C. B. Townsend, aged 31, No. 228
Monroe avenue, shot himself while lying in
bed with his wife.
July 19.—L. K. Barnes, Mendon postmaster,
shot himself.
Aug. 7.—Marvin R. Ketchum, aged 76,
West Webster, hanged himself.
Aug. 20.—Glovanul Frigrio, aged 40, No. 134
Atlantic avenue, cut arteries in avm with
razor. Aug. 26-Body of Laura Hill, No. 16 Rohr

Aug. 24—Body of Laura Hill, No. 16 Rohr street, found in lake.

Aug. 29—John Bedard, aged 25, No. 17 Kent street, attempted to kill wife and sent butle Into his own brain.

Sept. 19—Afrs. Mary A. Parry, aged 66, No. 214 Fourth street, hanged herself.

Sept. 27—Mrs. J. W. McCall, No. 28 Phelps avenue, inhaled gas through tube.

Sopt. 27—Miss Blanch Ferguson, aged 26, No. 19 Petrel street, drank carbolle acid.

Oct. 28—H. P. Schutter, aged 38, No. 8 Rogers avenue, drank cyanide of potnassium.

Nov. 5—Charles Demarest, aged 37, opened veins in left wrist and bled to death.

Nov. 5—Unidentified man killed himself in Penfield by shooting. Penfield by shooting.

Nov. 11—Charles B. Franklin, aged 66.
Scottsville, shot himself.

Dec. 19—Edwin C. Fisher, aged 22, killed himself in New York by shooting.

General.

Jan. 2—Nathaniel Foote appointed by Governor Higgins to succeed William E. Werner on bench of Seventh Judicial district, Su

any to prevent sale of its water inside ilm Jan. 16—Explosion of acetylene gas in Mu-nicipal Hospital caused \$500 damage. Jan. 18—Brighton voted 2 to 1 against Jan. 19-Annual dinner of Credit Men's Association.

Association.

Jan. 26—Brighton election carried by annexation party by one vote.

Jan. 27—City gives temporary injunction enjoining N. Y. C. from supplying tenants of Joslya building with water from R. & L. O. mains.

Jan. 31—Court of Appeals ruled in Burks vs. Bosso that, bootblack's stand was not a place of public accommodation.

Place of public accumuodation.

Feb. 3—Cobb's Hill Commission fixed value of Davis property of 18½ acres at \$35,000.

Feb. 8—Appointment of Father Hickey as coadjutor bishop of Rochester ratified by Pope.

Feb. 7—Second Brighton election went against annexation, 164 to 46.

Feb. 16—Birthday of Susau B. Anthony.
Feb. 21—James Malley elected to succeed Alderman Kelly in Fifteenth ward; Albert Brayer succeeded Malley as supervisor.

Feb. 28—John C. Hayden appointed chief of police.

Feb. 28—John C. Hayden appointed their policie.

March 14.—Rochester Railway and Light Company let contracts for extensions, buildings and machinery to cost \$1,250,000.

March 16.—Seventeenth annual banquet of Chamber of Commerce.

March 18.—George I. Lewis, of Buffalo, purchased Rochester and Eastern Rapid Railway for Philadelphia and New York interests.

March 18.—Great ice jam at Clarisaa atr. a supering leased flood, breaking before daman we is the transform of the common attended my is the common IS LOCAL INVENTION moralizing influence upon young.

March 27.—Frank G. Smith resigned as captain of First Separate Company.

March 28.—University of Rochester had offer of \$100,000 from Andrew Carnegie if university raise

James N. Vandergrift of Syracuse, who Will Lecture Before Chamber of Commerce Seeks Aid of Patrick E. Gavin in Rapid Transit Experiments. 1-03-06

Vimer a date not definitely decided at present. Juries N. Vandergrift of Syracuse will giv a fecture on "The Motoreyele Rall-



PATRICK E. GAVIN.

before the Technology Club of Syrae

few weeks ago. Mr. Vandergriff has invented a ca and equipment with which he confidently expects to attain an average speed of 120 miles. The car runs on the principle of the bicycle, the motor wheels, placed tandem, running on a central rail and revolving 650 times a minute. The high rate of speed can be attained, according to the inventor, on oun) of the concentration of weight r the two wheels which will lessen the sidewise oscillation and development traction and speed than is possible in any other form of vehicle LOCAL INVENTOR INTERESTED

Additional interest attends Mr. Vanergrift's lecture owing to the fact that he has recently opened negotiations with Patrick E. Gavin of Rochester for the use of the Gavin rall in the ap-proaching speed test for the motor-cycle train, being arranged by the Westinghouse people and which will take place on a track fifteen unless in length built for the purpose. One of the requirements for perfecting the motor-cycle rallying is a durable supporting ole valiway is a durable supporting it. This is what led Mr. Vander-itt to consider the Gacin rall, which says is the lest be has ever seen. Mr. Gavin, the inventor, has been in darge of railroad construction for the last 40 years and his invention is the The joint of the rail, which is Mr. Gavit's invention, viewed from the top looks a good deal like a distorted letter Z. It is in technical parlance called a mitred joint with a jog at right angles to the rail. It differs from the Lehigh Valley rail in having the jog. The Lebigh is a straight mitred rall. The Gavin ridi gives the whool a continuous (root, that is, the whrels bear on both ralls equally of all times. This eliminates the pounding and the wear-ing of the ends of the ratis which is characteristic of the straight-end rails is also claimed that the Gavin Joint oubles the life of the rail.

MOLECULAR STRUCTURE. It is now a demonstrated scientifi has the effect of changing the molecu-

hato the technical features of this pemagnet be repeatedly ar even lightly subjected to end impact will soon be found that the bar has lost its magnetic quality. This simply means that the molecular structure heavy steel rail by repeated end impounder conditions produced by imported

repeated and progressive change of the molecular atructure of the rail is not accountable, to a degree, for the let-ting go of steel rails, under circuminces which have been regarded as

GAVIN RAIL STANDS TEST. in adopting the Gavin rail, Mr. Va. salls have been in use between King Street and bitchfield Street, on the B., R. & P. tracks for the past two years. They have worn better th

mass every two minutes. The pounding of the wheels on the rails is noticeably less than formerly and the rails are to better condition for the length of time in use than any formerly used. Not only do the rails last longer, but there is less wear and lear on the rolling stock, as the flanges on the wheels are

on the ordinary track. Chief Engineer Pegran of the Interborough Elevated recently said that the Gavin rails, which were cut cold from square-end rails, made the best joint he had ever seen. Roadmaster Rais expressed the same opinion and also called attention to the diminution of oise, due to the absence of obstruction to the wheels from the imperfect joint

of the square-end rails.

Chief Engineer Pegram of the interborough Elevated has rejected square-

ENGLISH RIGHTS LEASED. In the two tests to which the Gavin tail has been subjected it has proved equal to the lighest expectations. On he elevated road it has stood the test Negotiations are now under way for applying the Chicago elevated roads

supplying the Chicago elevated reads with the new rall.

The rights of the thirth point for England luve been leased to hurbert Samuel, M. P., who represents the steel manufacturers of Sheffield, England.

Among the Ruchester nion who are forse the Gavin rail are George E. Merchant and John McGarvey, division

EDUCATION POTENT

Is Doing More Than Laws to Kill Smoke Nuisance, Says Expert. Pool Express Jarry 5/19 Aroused Public Sentiment Has Given Chicago the Best Operative Smoke Ordinance in the Country-

Was a Dead Letter Before.

"Education is doing far more than th the smoke nuisance in our larger cities, said M. C. Huyette, of Chicago, an expert on the question who visited Scere tary Ives at the Chamber of Commercial this morning. Mr. Huyette is to spea at the February meeting of the Cham ber on "Coal, Combustion, Cost for Power, and Smoke Prevention." He is here now gathering statistics, as he has lone in other cities of the country that have taken up the smoke problem

"Large consumers of fuel everywhere are begining to realize that black smoke means waste," continued Mr. Huyette. "This is strikingly shown in Chicago, where at first, there was so much opp sition to the smoke ordinance that the municipal authorities were practically helpless. To-day, Chicago has the best working smoke ordinance in the country owing to the fact that factory owners have had it demonstrated to their satisfaction that they can save money by us ing smoke consumers. I want it understood that I am not here to exploit any particular device of this kind. There

are six or seven different patterns of the market that are equally good." Mr. Huyette this morning read, for the first time, the Rochester ordinance tha is to go into effect next June. He ex-pressed the opinion that it might be made very effective if reinforced by proper educational effort among the larger consumers of coal. Mr. Huyette is most familiar with the ordinances in Chicago, Detroit and Cleveland. In hose places the enforcement of the law is entrusted to inspectors. Here there was a great outery against the inspector idea and it was finally abandoned. Mr. Huyette says the experience of Chicago, Cleveland and Detroit with inspectors has not been at all unsatisfactory. The Chiengo law has been recently amended so that only one notice to al-

leged violaters of the law is required. Formerly three successive notices were necessary before the offender could be rought into court. Th minimum pen ulty for conviction is \$10 and the maxinum is \$50 One conviction does not act as a bar to any number of others. A man may be convicted every day it e year if necessary. Some offenders in Chicago have paid as high as \$500 in fines. The good effect of the law is very apparent. Mr. Huyette says, and Chicaurn anthracite coal there than bitumi-ous. New York probably suffers less

n the country."
Mr. Huyette says that power is not as cheap in Rochester as it ought to be con-sidering its location. Cities not nearly as close to the mines get their coal as cheap. Mr. Huyette is busy to-day investigating the reason for this In his talk to the chamber, Mr. Huyette will take up the question of smoke consumption almost wholly from the standpoint of dollars and cents.

FOR OFFICERS OF THE

Rochester Chamber of Commerce

FOR THE YEAR 1906.

For President

ROBERT A. BADGER

For First Vice-President

MICHAEL DOYLE

For Second Vice-President

CHARLES F. GARFIELD

For Third Vice-President

J. GEORGE KAELBER

For Trustees for Three Years

Robert A. Badger

Henry C. Brewster

William C. Barry

George R. Fuller

Charles F. Garfield

William B. Hale

Henry Barnard

H. B. Graves

Lipman Holtz

S. C. Langslow

Philip Present

Clinton Rogers

C. W. Trotter

A. B. Warren

A. L. Thompson

Joseph Mandery

G. Schminke

MAY COST CITY DEAR

Courts Pass on Question of Bridge

Inadequacy to Pass Floods.

Syracuse Compelled to Pay Eig Dams

ages For Destruction to Property-

Main Street Bridge Good Exam-

ple-City Warned in 1865.

The outcome of a recent case in Syra-

cuse, resulting in the city being held in

heavy damages for destruction to prop-

crty caused by flood, is taken by Sec-

retary John M. Ives of the Chamber of

Commerce, to indicate that if a flood ap-

proaching the severity of that of 1865,

were to occur in the Genesos river this

city would probably be held responsible

the damages sustained, which might

asily amount to a million dollars. The

natter was discussed at length by Mr.

Ives in his report to the annual meet-

ng of the chamber corporation last

Mr. Ives points out that both the state

d commission of 1865 and the Comon Council's river committee, appoint-

the same year, call attention to the idequacy of the several city bridges I especially of Main Street bridge, to

the maximum flood. In this con-

of Syracuse would not have been

esponsible in the case just decided

not in some way contributed to the flood materially higher. The ows out of a severe flood in On-

Jan. 9, 190 6.

William T. Plumb

W. H. H. Rogers

R. J. Strasenburgh

William H. Wray

in constructing the several bridges across that stream, had not used good judgment

in determining the proper cross-sectional area of the openings. It was in evi-dence that while the normal cross-sec-

tion of the stream was 725 square feet

result of this and a number of other ob-

structions, the Appellate Division has just held, was that the flood of December

1901, was from three to four feet higher

than it should have been, thereby caus-

Continuing, Mr. Ives says: "In 1

do the service required of it and the

of 1865 as well as that of the river committee, would constitute due warring of puch inadequacy. Since the tendency of

courts is to make people respon

or their designs, the city would be held table for damages accrucing."

including D. C. Hyde, W. H. Gorsline, Ambrose Cram, D. W. Powers and Eenry L. Fish, reporting under date of March 17, 1866, state that the Main street

bridge is an engineering blunder, and

while the state commission is less sweep ing in its written criticisms, the fact

ated as to the height of water on th

north and south sides of that bridge are

quite as decisive as to the commission's views. At the height of the flood of 1865 the water stood 8.14 feet higher on the

Post Express

south side of Main street bridge

on the north side.

drastle report of the state or

bridges were only 435 square feet.

For Trustees to Fill Vacancies

L. L. Stone

Percy R. McPhail

William S. Morse

ROCHESTER CHAMBER OF COMMERCE.

The Eighteenth Annual meeting of the Corporation

MONDAY, JAN 8 1906 AT 8 P M

when Officers for 1906. Eighteen Trustees for three years. and six Trustees to fill vacancies will be elected.

Short addresses will be made by the out-going and in-coming Presidents.

The Secretary's Report for the year will be

Luncheon will be served followed by a Smoker.

JOHN M. IVES.

Rochester, N. Y., Jan. 6, 1906.

Chamber of Commerce Needs All Business Men in Its Ranks. Secretary Ives Urges Co-operation in Effort to Place City on a Truly Metropelitan Plane - Time More Propitious Than Ever Before.

Everyone who had anything to say : predicting greater things for Rochest than has come to it during the year of exceptional progress just ended. Officers were elected, the secretary. John M. Ives, read his annual report and addresses were made by the retiring pre-dent, Clinton Rogers, and the new preerved and a photograph was taken of

Mr. Rogers made a strong pica for in



ROBERT A. BADGER.

Rogers said he thought he was more an anti-smoke enthusiast than himself. Increased Dues Advocated.

Mr. Badger said he had no suggest

Graves, Charles F. Garfield, William S. Male, Libraan Holtz, S. C. Lengslow, Percy R. McPhail, William S. Morse, Thilip Present, Clinton Rogers, L. L. Stoue, C. W. Trotter, A. L. Thompson, A. H. Warren; Husters to fill vacancles, Joseph Mandery, William T. Plumb, W. H. Rogers, G. Schminke, R. J. Strasenburgh, William H. Writy.

Make-up of Committees,

At a special meeting of the Board of Trustees of the chamber last Thursday

Secretary Ives in his report said that the progressive development of Rechester dur-ing the year had been so great as to arriest the attention of the entire country. He then touched on the new buildings eveded during the past year and the vastly increasing number of industries in the city. Mr. Ives expressed the opinion that it was of the highest importance that Rochoster cultivate the foreign markets so as not to be entirely dependent upon the domestic demand. "This is a matter that also concerns the Federal government and pustoess of the banks and the part the hamber had played in getting a smoke of inance was touched on. Needed Public Improvement.

A lukeside park and one in the eastern et of the city were suggested as needed was a time more propitious than now for the exercise of united effort to place our city upon a truly metropolitan plane. There is a vast amount of work for this chamber do in grasping opportunities enlarging he scope for new enterprises, and keeping ur city in the yan with the great manu-cturing centers of the country. To carry ut the purposes of the Chamber of Commerce there is needed a continual stream of fresh blood in the shape of young men ith up-to-date education and ideas. There we many of such young men in the cororation now and they are to be congrat-mated upon the work they have heiped to subleve. But more are needed to form a group and invincible force that shall over-

Since our last report death has invaded or number and forever removed from the memory we respect and cherish; Adolph F. Schlick, December 25, 1904; Simeon G. Cur-tice, February 7, 1905; J. Miller Kelly, Feb-ruary 14, 1955; Frederick Cook, February

Jan. 9, 1906, Progress of Rochester
The annual report of John M. Ives, secretary of the Chamber of Commerce,

pleasure and pride by our citizens.

New President of the Chamber of

work of the chamber. In the connection connelled to seek out more member for an institution which has proved itself meet from such an organi unot doubt the necessary benefit w s conferred upon every effizen to ceneral growth and prosperity of his Where would Rochester stand 10-de among the cities of the United Stat if it had not its Chamber of Commercial t is the only organization which in ognized by any legislative body. Its re-In introducing the new president, M

to make or any hobby to ride. He in-timated that he favored increasing the dues of the chamber and establishing a what we should all like to see it, all the ers must pull together," he said

The candidates named by the I

It exhibits in a striking manner the renarkable progress that Rochester has made during the past year. Take the item of bank clearings, for example. The total for the year was more than dollars more than in the previous year total at the close of the year was \$133,-583,686, an increase of nearly thirteen millions-an extraordinary gain for twelve months, exceeding a million dollars a month. The postal receipts were \$718,863, ranking Rochester twenty-second ost of the electric railroads in the mily is eleven millions; last year the grosearnings were \$1,726,073. The last report of the Rochester company to the state road commission showed expenditures of \$375,569 in a single year for improve or operations during the year were of enormous scale. Among the grea netures erected on our business streets are the new banking house of sal building of the Sibley, Lindsay & Curr company, the sky-scraping tion to the German-American b building, the new office building of the Buffalo, Rochester, & Fittsburg raffroad company, the Hiram Sibley block, and the fine commercial buildings east of the Granite building, taking the places of those destroyed by fire. In addition to the new business blocks, an inusually large number of new residences now grace the streets of the city-indeed, more such structures were erected than in any other year in our history.

The city has changed greatly auring the last five years, and every importan change has been in the right direction The people are now enjoying an unpre cedented degree of prosperity; not a willing hand is idle, wages are higher than ever before, business is expanding in every direction, and, best of all, there is nothing unhealthy, visionary, or speculative about Rochester's prosperity; it rests upon a solid foundation, and the colerated pace. Post Exhrese

REVIEWED THE CITY'S PROGRESS

Secretary Ives' Report Presented to Chamber of Commerce.

ANNUAL MEETING

Robert A. Badger Succeeeds Clinton Rogers as President for Ensuing Year.

DEVELOPMENT OF CITY MAKES 1905 NOTABLE YEAR

Secretary John M. Ives' report wit the feature of the eightcenth annual meeting of the Rochester Chamber of Commerce last night. It deals with practically every phase of the city's advance ment during the past year and was a most comprehensive document. After complimenting Mr. Ives and his

two assistants upon the great amount of work they had accomplished, Mr. Rogers mentioned the need of increasing the means at their disposal. In closing a spoke of the bright outlook for thu

future as follows:
"Mr. Ives has already said that 1905 has been the most prosperous year in the history of Rochester. I think I may safely add that as yet there is no cloud in the clear sky presaging any change for the present year. With the same honest and progressive administration to conduct our municipal affairs, we may feel sure that the interests of the city will be well guarded, that we shall have clean streets and I trust that as soon as the smoke ordinance which was passed last July becomes effective, on June 1



Robert A. Badger.

next, we may also hope for a clean at-mosphere. Not even a smoke cloud should darken our beautiful city."

ous to the submission of the r ports, the officers and trustees who were nominated some time ago were decayed elected and later the new president, Rob-ert A. Badger, addressed the members briefly, thanking them for the honor con-ferred upon him, which had been un-sought, and speaking of the prospects for the year. He suggested that an mithatic fee of \$100 be charged, and as there are five hundred members of the chamber this would give a permanent fund of \$50,-000, the income from which might be used for the benefit of the city and chamber

Secretary Ives' report was in part as follows:

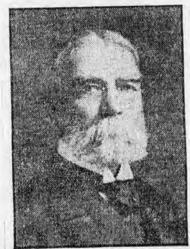
'It will be remembered that your secretary's last annual report had for keynote 'achievement and success' and the attention of all who are engaged in mercantile and professional pursults who on led to the indisputable fact that the well being and progress of all commercial centers depends upon the activities, in fluences and deliberations of their (ham hers of Commerce or Boards of Trade, and this has been strikingly verified dur-ing the year 1905 when Rochester, through the combined efforts of the membership of this chamber, in their co-operate and individual capacity, has made more rapid advancement than any year of our city's history; and this is in no small measure due to the publicity given by this chanper to the advantages of Rochester as a

been enabled to carry out some of his rable body is again called to the ad-

the Chamber of Commerce book (the one for 1906 now running through the press) and the literature distributed in pamphlet and leaflet form for the wide dissemination of information regarding our city. In these days there cannot be achievement in any direction without wide pread advertising in the most unique and at-tractive form of literature and filustraons, and some Chambers of Commerc cons, and some Chambers of Commerce real. Sing this, issue weekly or monthly periodicals devoted to the business in-terests of their respective cities. Your secretary is proud to state that the books sent out by the Rochester Chamber of Commerce are ranked by critics as among the best issued by similar corporate

Rochester's Development. "The progressive developments of Rock The progressive developments of roomester during the year has been so great us to arrest the attention of the business centers of the entire country. Strangers coming here have been astounded at the magnitude of building operations a one our principal thoroughtare, including the result and imposing banking house at the grand and imposing banking house at the Cour Corners, the skyscraping German insurance addition, the new offices of the Buffalo, Rochester and Pittsburgh Rall-way Company, the colossat block of Sin-ley, Lindsay & Curr Co., the H ram Sibley b'ock, the complete restoration of ti-magnificent Granite Building and the ne factories and commercial structures that have been erected in various parts of the eity. The wealth and prosperity of Rochester is evidenced by the building of many garages for the accommodation of automobiles, the construction of a great pubmarket and the completion of the new West High School.

It should be gratifying to our autio ties and the citizens generally to know that the filuminating system of Roches-ter has altracted the notice of and wan ation of thousands of visitor Your secretary has been frequently told



Clinton Rogers.

tourists and others that in all their travels they have never beheld a more beautiful street illumination nor cleaner beautiful street limination nor cleaner streets than those to be seen nightly on East and West Main Streets. We who live here are accustomed to the brilliancy of the scene, but to the stranger visiting our city it has a fascinating charm beyond works to express. Gentlemen, it may come high to be the cleanmen, it may come high to be the clean-est and best lighten city in the Union, but as an advertising feature alone, to say nothing of the comfort and the joy of it to our inhabitants, it is worth vaste than the outlay.

New Residences Erected.

"Never before in the history of Rock ester has there been during any year so many new residences erected as during 1996. Those new homes have been built in every direction north, south, east and west and as soon as completed were oc-cupied. They are substantial dwellings and in many instances palatial in their ons, Gardiner and Lincoln Parks, recently open spaces, are now covered with handsome houses. In the western part of the city scores of new hor part of the city scores of new homes have gone up while in the direction of Brighton and East Main Street, delightful residences occupy lots but recently vacant. And still the cry is for more houses and it is expected that during 1906 there will be even greater building activity than that which marked the car just closed." car just closed."

The report then refers to the excellence Rochester's water supply and the comment made upon it by visitors. It also calls attention to the vastly i ber of industries in the city and the large trade carried on with foreign markets. The report then dwells comewhat elaborately on the new public market and then of the Rochester trolley In connection with this Secre-

tary Ives says:
"A project is now under consideration
to make Rochester a great center of the trolley systems with a union depot. The completion of the trolley lines, some of which are far advanced, will be equivwhich are for advanced, will be equiv-sient to the doubling of Rochester's population. Great strides have been made by the steam railronds entering our city and no greater criterion of our progress ould be shown than the contemplate enlargement of the New York Central Rulroad depot on Central Avenue, which is to be doubled in its capacity. The building of a new and handsome station by the Lebigh Valley Railroad on the south side of Court Street bridge is another evidence of Rochester's pros-

convenience to the public and add to the value of property in that section of our city. The erection of a magnificent headquarters for the Buffalo, Rochester & Pittsburgh Rallway at the corner of Main Street West and South Washington Street is still another evidence of

Under New Control.

"One of the most important events in railway direles of late years is the ac-quisition by the Vanderbilt-Andrews syndicate of the Rochester Railway and Light Company. The purchase marks the passing of the street rallway inter-est from the hands of the Clark syndicate of Philadelphia into the control of ompany that operates many extensive a company that operates many extensive railroad systems, both steam and elec-tric, and buys for a permanent invest-ment and not merely for speculation. It is the general feeling among the people of Rochester that the purchase of the loof Rochester that he partial of the local street tallway system means greater improvement and growth for it than has been the case in the past. Last June the number of stockholders of the Rochestor Raliway stock was \$70, only 25 of whom were residents of this state. The lotal amount of authorized common and preferred stock, \$600,000, had been issued. The dividend paid was 5 per cent and the net carnings for the year and-ing June 30 were 3755 550. The total cost of the 48 89 miles of electric lines in the eal system amounted up to January 20, 1905, to \$10,860,926,22. The cost of improvements for the same year is item-lized as follows by the Rochester Rail-way Company in its statement to the State Board of Railroad Commissioners: Track extension, Crittenden Park and Genesee Valley Park, subway included, \$56,430; new cars, \$265,826; right of way,

\$18,905, tools, \$5.749; other equipment, \$28,506, total, \$375,568.75. "The gross carrings of the Rochester Railway Company for the year ending June 20 amounted to \$1,726,073; itemized as follows: Cash fares, \$1.552,815.15; tickfores \$137.860.64: chartered cars, \$3. 677; express, \$24,296.95; mail, \$7.024 01. The total operating expenses were \$970,723.36. olus. The profits of the year end mer showed great increase in the r celpts of the company.

Union Trolley Station.

in view of this new state of affairs, the building of a union trolley station, possibly in connection with the New York Central station, will remain with the Vanderbiit-Andrews Co, solely. Much speculation as to the relations of the Vanderbiit-Andrews syndicate with the Ningara Power interests is natural in view of the great demand for electricity that will follow operation of the trunk lines of trolleys under one system. It is reasonable to suppose that the Vanderbilt-Andrews Co, will develop the water power of the Genesee River to its fullest extent and thus the long wished for dam may be an accomplished fact in

Irondequoit Bay.

The report then sets forth the project being considered to make a harbor of frondequoit Bay, the plan being promoted by the Naples-Capandaigua trolley inc. The scheme is considered among the pos-sibilities of the next few years. The tochester Stock Exchange is with the largest sales of stocks the past year ever recorded and Secretary Ives There has been a remarkable increas

in property values during the year. The present total valuation of real and personal estate and franchises is as follows: City of Ruchester, \$126,268,400; towns, \$38,-234,580; total, \$134,592,380. Being an increase over 1904 of \$6,282,490. The bank clearings in Rochester for the twelve months just past were \$178,065,602.09, being the largest on record and in round fig-ures \$27,000,000 greater than in 1904. The total bank resources of Rochester's sav-ings banks, trust companies and banks of deposit on December 31, 1905, were \$133,583,686.56, being a gain over the preeeding year of \$12,950,216,58,

Postoffice Growth.

Nowhere is the exceptional industria and commercial growth of Rochester bet-ter illustrated than in the large amount of business at the postoffice. The receipts for the twelve months ending December 31, 1905, were \$718,863.99 as compared with \$695,837.56 in 1904. Showing an increase of \$23,026.43 for the year, or 3.3 per cent which \$7,000,000 were domestic. Rochester now stands (wenty-second in the list of cities of the country in postal receipts."

Port of Charlotte.

In commenting upon the business dono through the port of Churlotte the total value of the season's exports is given as \$1.553,044 against \$1,400,561 in 1904. The imports show a decrease, being \$57,456 last year as against \$61,421 for 1904. The amount of revenue also shows a decrease, but this happens to be one of the few cases where "all going out and none com-ing in" applies to a not undesliable con-dition. Bituminous and anthracito coal made a total of 583,780 tons last season, whereas during 1904 the total was but \$543,851. In nearly all other exports a high rate of increase is shown.

The report then epitomizes the work of the chamber for the year, mentioning the meetings and speakers; the securing of the smoke ordinance; the me the memory of the late Dr. E. M. Moore; the plan by which Rochester commercial travelers will advertise the city in their travels; compliments Dr. George W. Goler in his work as health officer and makes

The report deals at length with the food question which has been so largely discussed and also discusses the proposed barge canal routes. It then gives the Rochester building report for the past year, already summarized in The He ald.

The report gives the list of members who have died during the year as Adolph F. Schlick, Simeon G. Curtice, J. Miller Ke'ly, Frederick Cook, Edward A. Stahlbrodt, E. H. Scrantom, Frederick P. Al-

The report closes with an expression of appreciation for general public interest in the work of the chamber and in the aid

The new officers are as follows. President, Robert A. Badger: first vice president, Michael Doyle: second vice president, Charles F, Garfield; third vice president, J, George Kaelber; trustees for three years, Robert A. Badger, Henry C. Brewster, William C. Batry, Henry Barnard, George R. Fuller, H. B. Graves, Charles F. Garfield, William B. Hale, Lipman Holtz, S. C. Langslow, Percy R. Mc Phaif, William S. Morse, Philip Present. Clinton Rogers, L. L. Stone, C. W. Trot-ter, A. L. Thompson, A. B. Warren: trustees to fill vacancies, Joseph Mandery, William T. Plumb, W. H. H. Rog-ers, G. Schminke, R. J. Strasenburgh, William H. Wray.

CORPORATION OF CHAMBER MEETS

Democrat + Chroniele ANNUAL REPORT OF THE SECRETARY READ. Jan. 9, 1906.

CONSTITUTION IS AMENDED

Officers and Trustees of Chamber of Commerce Elected for Year. Review Given of Progress of City and Work of the Organization

Proposed amendments to the constitution Proposed amendments to the constitution of the Chamber of Commerce were made at the annual meeting of the corporation last night, officers were elected and the annual report of the secretary, John M. Ives, was read. A short address was made by the retiring president, Clinton Rogers, who introduced the new president, Robert A. Badger. Before luncheon was served after the meeting a photograph of those present was taken. was taken.

The candidates named by the Nominat-The candidates named by the Nominating Committee were elected to office. They are: President, Robert A. Badger; first vice-president, Michael Doyle; second vice-president, Michael Doyle; second vice-president, Charles F. Garfield; third vice-president, J. Geirge Kaelber; trustees for three years, Robert A. Badger, Henry C. Brewster, William C. Barry, Henry Barnard, George R. Fuller, H. B. Graves, Charles F. Garfield, William B. Hale, Lipman Holtz, S. C. Langslow, Percy R. Mc-Phail, William S. Morse, Philip Present, Clinton Rogers, L. L. Stone, C. W. Trotter, A. L. Thompson, A. B. Warren; trustees to fill vacancies, Joseph Mandery, William T. Plumb, W. H. Rogers, G. Schminke, R. J. Strasenburgh, William H. Wray.

Wray.

At a special meeting of the Board of Trustees of the chamber last Thursday afternoon, the report of a special committee appointed to consider proposed amendments to the constitution was made, and, after modifying it somewhat, the trustees approved it. The proposed amendments e passed by the corporation last night.

Rearrangement of Committees.

The amendments increase the number of committees of the chamber by adding to them others on membership, municipal af-fairs, engineering, housing, sanitation, tax-action, water supply, trade excursions and entertainment. The standing committees action, water supply, trade excursions and entertainment. The standing committees have been of eighteen members, with six as a quorum. By the amendments the committees are to be of nine members and four are to form a quorum. The Executive Committee o. the chamber, which is composed of the officers and chairmen of the standing committees, is increased by the formation of additional committees. The committees are to be appointed by The committees are to be appointed by the president, and it is probable that the appointments will be confirmed at the next meeting of the Bourd of Trustees. After the reading of the secretary's re-

port, Mr. Rogers spoke. He said:
"A word or two, gentlemen, that may not come amiss even after the exha report which you have just heard from Mr. Ives. Though the Chamber has not accomplished all it would like, it nevertheless holds a good read for the complex of the complex holds a good record for the year. unceasing efforts of Mr. Ives and his two assistants have succeeded in pulling through an amount of good work which might have seemed impossible with the means at their disposal. It is obvious that these means should be speedily increased and it is equally obvious that the en-method is an increase in the membership

"It seems almost absord that we should "It seems almost absord that we should be compelled to see" out more members for an institution so the has proved itself so beneficial to the prosperity and growth of our city. It is liftenly to understang the lack of interest shown by many of a important business men, for though a immary doubt any direct benefit to himself from such an organization, he cannot the necessary heachit which is corpupon every citizen by the general and prosperity of his city. When Rochester stand to-day among the Rochester stand to-day among t'a of the United States if it had not in ber of Compierce? It is the only ey tion which a recognized by any con-

Increased Support Needed.

"The opportunity is ours. We need only an increased support to make our influence tremendously effective. What we need is seven or eight hundred members. Or, rather, every merchant, every manufacturer in the city needs us if he only knew it. It is our business, yours and mine, that he should know that we are a prosperous bady, that it would he well wouth perous body, that it would be well worth his while to join. The only revenue which the chamber has is the annual dues of its

"Mr. Ives has already said that 1905 has been the most prosperous year in the history of Rochester. I think I may safely add that as yet there is no cloud in the clear sky presaging any change for the present year. With the same honest and progressive administration to conduct our municipal affairs, we may feel sure that the interests of the city will be well guarded, that we shall have clean streets, and, I trust, that as soon as the smoke even a smoke cloud should darken our beautiful city.

may be even more of an anti-st thusiast than I. He ought to be since the large and prosperous company of which he is a representative, has so successfully in-stalled a device which he states not only practically eliminates all smoke, b saving for the company from 121/2 to 20 per cent. of fuel per day.
"I wish to thank the numbers for their

"I wish to thank the members for their uniform courtesy and support so generously given me the past year. I am glad to hand the gavel over duto the hands of one so competent and I predict for him a very successful year. I take great pleasure in introducing to you the president of the Chamber of Commerce, Robdent of the Chamber of Commerce, Rob ert A. Badger."

New President Has "No Hobbe."

Mr. Badger expressed his appreciation of the honor done him in electing him to the presidency of the chamber, and added: "I have no hobby to ride, nor have 1 any suggestion to make. I have no smoke ore nance. The Chamber of Commerce, I think, stands for what is best, the greatest good to the greatest number. It stands for the advancement of Rochester, the factures of which are widely distributed and are everywhere esteemed for their high quality.

"Reference has been made to the need for more members. I have thought that we night accomplish what we desire by increasing the dues of the chamber and espractice in many bodies of this charac-If the members of this chamber, 500 me would contribute each \$100, which is 17 initiation fee in some similar organization we should at once have a fund of \$50,000. which at the current rate of inte give us \$2,000 each year with which to

"To make the chamber what we should all like to see it, all of the members must pull together. The question is, will you do it? I am optimistic of the future of the city; I can see great things for Roches-

The members were photographed in the library, after which there was luncheon

Report of the Secretary.

Secretary Ives in his report dealt at length with the growth of the city and the work of the chamber. Extracts from the report follow:

"To be a member of the Chamber Commerce is an honor as well as a privilege that is being recognized by the new generation of business men. Membersh not only places a man in touch with th best and most influential of our citizen-but is practically a high recommendatio as to character and responsibility. You secretary has had the pleasure of answer ing inquiries from other cities regarding members of the chamber which has has the result of establishing new business relations inspiring confidence, etc.

"It is now recognized in the businessorid that membership in a chamber commerce or board of trade is of the high est value, and every eligible young m should be a member of his home corn tion. By means of this affiliation, he visit other similar organizations on ravels and receive the privileges always extended by one cham to the visitor from another. This is of the highest importance to a man going as a total stranger to any city.

"Not to belong to your home chambe is to be at a disadvantage and subjens as to the why and who fore. No young business man can afford this isolation when all he has to do is ber of the chamber vouching for his honorable character, for the submission of his name for election and the annual payment of \$20, or 40 cents per week. It is acarce ly necessary to point out what an insig-nificent sum this is to secure so great a

Development of Rochester.

"The progressive developments of Roc ester during the year has been so great as to arrest the attention of the business centers of the entire country. Stranger coming here have been astounded at the magnitude of building operations along our principal thoroughfare including the grand and imposing house at the Four Corners, the skyscraping German Insurance addition, the new offices of the Buffulo, Rochester & Pittsburg Railway Company, the block of the Sibley, Lindsay & Curr Combined to the Sibley of the Sibley Company of the Sibley o pany, the Hiram Sibley block, the comple restoration of the magnificent Grand building and the new factories and con mercial structures that have been erecte in various parts of the city. The wealth an various parts of the city. The wealth and prosperity of Rochester are evidenced by the building of many garages for the accommodation of automobiles, the construction of a great public market and the completion of the West High School. "Your secretary calls the attention of

her of industries in this city. These in-dustries are of so diverse a nature, includ-ling the manufacture of nearly everything necessary to human existence, that the thought of overproduction suggests itself. It is a matter of general knowledge that in the main, our manufacturers are de-pendent upon home consumption for their present activity and future hopes,

Neglecting Foreign Markets.

We are neglecting the foreign markets ratic trade. The great increase of popu-tion in the United States of late years a called for an increase of our industries to supply the demands of home con sumption, and the serious question arises, Will the enterprising spirit of our people lead them on to an expansion in produ which our home market will be upable t "Your secretary has given much thought

to this matter and sought the opinions of many business men and manufacturers, and the opinion prevails that energetic measures should be taken to open the way tor American manufacture merce, as the representative of so great a manufacturing center, should take steps in the matter. In certain lines of machinery, such as gears, wood working machines and photographic and optica goods, Rochester firms enjoy a good for eign trade, but clothing, shoes, textile fabrics, confectionery, canned fruits and meats, dried fruit, and scores of other products, depend almost woodly upon the home market, and even those who enjoy some foreign trade only have about 10 per cent, of that which is possible. It is the highest importance that Rochester should cultivate the foreign markets so as not to be entirely dependent upon the do-

"This is a matter that also concerns the This is a matter tant also concerns the Federal government and our consuls abroad and it is also a question as to the expediency of Rochester employing a trav-cing representative of our industries for he purpose of finding foreign marke for our products. At present, German seems to be crowding out other nation from foreign fields of commerce.

Bus ness of the Banks.

"Rochester's industrial and commercial expansion is not only rapid, but is on a solid basis of business development. This fact has long been apparent to all observtwelve months just passed were \$178,065, 602,00, being the largest on record and in round figures \$27,000,000 greater than in 1904. The total bank resources of Rochester's savings banks, trust companies, a banks of deposit on the 31st of December 1905, were \$133,583,686.56, a gain over the preceding year of \$12,950,216.53. Let all Rochesterians pull together for further advancement in prosperity and in enlarge-ment of activities which fill the city with wage earners, with homes and with the re-

wards of enterprise."

In reviewing the work of the Chamber of Commerce, Mr. Ives spoke of what it had done to obtain the passage of an ordinance designed to correct the smoke evi e said, in part:
"The chamber has been active in edu-

cating public opinion in regard to the smoke nuisance which prevails in Roch-ster. Early in the year President Rogers ook a deep interest in the matter and evoted a great deal of time to investiga ng the subject. At his suggestion a peti-ion to the Common Council was drawn sking for municipal action, which was igned by some 2.300 of our leading citi-ens. Hundreds of postal cards, on which vere printed questions concerning coal uption, were sent out by the chamber o local manufacturers. The agitation was sition to a proposed municipal ordinance was met with, but finally and pleasantly overcome by the naming of a joint com-nittee resulting, in the passage of an or-linance by the Common Council, July 11th ast, which is to take effect June 1st of th

Public Improvements Suggested.

"A lakeside park is a desideratum and and can now be bought cheaper than ever again. Land for a park in the eastern part of the city should also be secured. A bridge across the lower river gorge is a necessity. Public convenience station and drinking fountains should be more from quent. The triangle at East Main and North streets is an excellent spot for a The triangle at East Main and public aronument to the founder or Roca-ester. An enlarged New York Central Huitroad station and the abatement of the nuisance of the East Side sewer below the lower falls of the Genesee are probapublic aronument to the founder of Roch ilities of the near future.
"Your secretary would once again call

attention to the stern necessity for a more extended co-operation on the part of our business men in putting forth or-ganized effort to build a Greater Roches-Never was a time more prothan now for the exercise of united effort to place our city upon a truly metropoli-tan plane. There is a vast amount of work for this chamber to do in grasping opportunities enlarging the scope for new enterprises, and keeping our city in the van with the great manufacturing centers of the country. To carry out the purposes of the Chamber of Commerce there is needed a continual stream of fresh blood in the shape of young men with up-to-date education and ideas. There are many of such young men in the corporation now and they are to be congratulated upor the work they have helped to achieve. But more are needed to form a strong and invincible force that shall overcome all obstacles to Rochester's possible great-

Since our last report death has invaded our number and forever removed from the activities of this life the following, whose memory we respect and cherish: Adolph F. Schlick, December 28, 1994; Simeon G. Curtice, Feburary 7, 1995; J. Miller Kelly, February 14, 1905; Fred-Simeon G. Curtice, February 7, 1905;
J. Miller Kelly, February 14, 1905; Frederick Cook, February 17, 1905; Edward

A. Stahlbrodt, February 24, 1905; E. H. Scrantom, April 13, 1905; Frederick P. Allen, May 3, 1905.

Fealty to City and Chamber.

"Our present day fealty to our city and to this chamber seem all too inadequate. The tittle influences which drive men in and out of the chamber, the personal predilections and prejudices that nullify or aggravate activity, the oppression of hard times and the stimulus of prosperity, the adversity of failure and the exhilira-tion of success, the petry fault finding and the whole-souled encouragement, the com-fort of friendship and the mockery of its subterfuge; these and many other experi-ences that fret and discourage men or that austain enclusiassm and hopefulness have all had their influence to strengthen or all had their influence to strengthen or weaken the interest of individual members. What President Harrison soil of friend-sleip is true of all those who have given their time and talents to uphold and uphold dis organization. It is of that sort that tolerates differences of opinion and endures the smart of criticism.

"We are not working for the present alone, for soon Rochester will have a population of half a million. Municipal sanitation housing, notable water develop-

population of nair it makes. Attraction assistation, housing, potable water, development of our park system, etc., are not only questions of to-day but for years hence. We are improving not only for commercial and industrial saccess but for something nobler; education, morally and the best this life is enpable of.
"Our responsibility to this city, for

its progress is in direct pro intelligence, our means, and that command of our own time which enables us to devote a part of it to the public interest freely and willingly."

JANUARY 10, 1906.

MESSAGE TO THE COUNCIL

Mayor's Annual Communication Received.

REVIEW OF TERM

Remarkable Progress in All Departments.

FINANCIAL CONDITION

Tagor Tells Briefly of the Work Accomplished in Each Department and Hints of Plans for Future. No Formal Recommendations in Message-Acknowledgement of Aid

Mayor Cutler's annual message read at de meeting of the Common Council last light is a review of the most important recomplishment of the administration, ws the financial condition of the city shows the financial condition of the city and outlines the principal improvements an all the city departments and bureaus. It is a history of progress and a promise of a continuance of the same conditions. The message was read by Clerk White and was received with careful attention by all the members of the cannell.

In reviewing the conduct of the superin tendent's division of the waterworks, com-ment is made on the purity of the city's water supply. A new gate, the communittion says, was inserted in the old conduit line on May 4th, replacing a 56-inch gate, which was found, after thirty years of use, Of the service, the message said that 1,-

882 new meters were installed during the year, thus making more than 40 per cent. the service metered. There are still 18,-000 unmetered water services but the Commissioner of Public Works has been directed to formulate a plan for metering all of these. The water fund re-celpts for the year amounts to \$445,000, which, notwithstanding that the New York Central had been lost as a customer, exceeds the total for 1904.

A table was given, showing that the exyear aggregated more than nine in nearly four miles of which was for the pur-pose of increasing the efficiency of the domestic system for fire protection.

"Approximately 130 hydrants and 365 gate valves have been added to the distributing system, in connection with this pipe extension," the report says. "These hydrants are of a large size and such a are approved by the National Board of Underwriters."

Improvement of Streets.

detailed account of the work of the set Department-removal of snow and ice, sidewalk cleaning and repairing, moval of ashes, garbage, etc.—is giv Of the local improvements the report anys:

The total number of ordinances adopted by the Common Council for local ingrovement was 142, and the total cost furreof was \$50, 000,000. The work may be subdivided as fol-lows:

| No. of Approx. | Cost. | Cos Caving in street rali-110,000

Speaking of the addition of pumps in the dolly system, the report says: "These ad-Holly system, the report says: "These ad-ditional pumps increase the rated capacity of the Holly station to 13,000,000 gallons

on the ground.

A contract for laying sold thirty-six-duch the has been made with the firm of H. R. Holker & Son, and that portion of the work in Clinton avenue south has been completed. The remainder of the work will be completed meat season. A context for the necessary stor-gates and fittings has been made with the Remsselaer Manufacturing Company, and the gates first accord have been delivered.

Underwriters' Investigation.

The Mayor speaks of the investigation conducted in Rochester during the latter part of 1904 by a committee of the Na-tional Board of Fire Underwriters, and the discussion of its report by the City Engineer. Attention is called to the grati fication expressed by the assistant secre-tary of the Underwriters' Committee on reeiving the report of the City Engineer that the city had to such a large extent an-ticipated or compiled with the committee's recommendations. The Mayor adds:

"While the work done by this city has not yet resulted in a decrease of insurance rates, it may be safely stated that it has prevented a large increase in rates that might otherwise have occurred."

From the Department of Assessment and Taxation, the Mayor gives the as ours 1904 and 1905, in the table that

1904	1905	Increase	Real estate \$100.337.400 \$114.244.975 \$4,907.545
Personal	5.301.050	6.508.000	237.550
Pranchise	4.094.700	5.742.825	778.935
Ponsions	5.28.850	353.450	24.600
ss20.050 of the above real estate increase is owing to the annexation of the Twenty-first ward.			

An increase in real estate valuation belown in every ward in the city. Of the Law and Public Safety Depart

POLICE COURT—The total number of ara, thes and forfeltures for the year on below, with those of 1904 for purpo 04-Fines, \$4,513.22; forfeitures, \$4,319.18; 1904—Fines, \$4,513.22; forfeitures, \$4,319.18; total, \$7,535.80. Arrests, 7,363. 1905—Fines, \$4,463; forfeitures, \$3,072.80; total, \$7,538.80. Arrests, 7,368. Summory for the year 1905—Receipts for year, \$7,636.80; fines paid at Monroe County Pentientiary, \$610; annual sale of unclaimed property, \$139; unclaimed money left by prisoners, \$19. Total, \$5,304.68.

Police, Fire and Health.

DEPARTMENT OF PUBLIC SAFETY-

pushed, and much has been accomplished in this line.

An ordinance to abute the smoke nuisance will take effect July 1st proximo, and gives promise of relief from that evil.

BUREAU OF BUILDINGS NOW COMBUSTIBLES—The number of permits granted for the erection and remodelling of buildings during the year are noted for the erection and remodelling of building operations for the year will exceed in cost the year of 1904 by \$1.337.692, and the year 1903 by over three and half millions, permits were granted for the rection of very 1,000 dwellings, at an estimated cost of year of 1904 by \$1.337.692, and the year 1903 by over three and half millions, Permits were granted for half millions, for \$2.800,000. About \$1.300,000 was expined at Industrial and commercial buildings. The prospects for the coming year are ery bright, notwithstanding the high price of labor and material. Much effort has been expended in warning occupants of buildings against overloading of floors, and otherwise instructing them, and enforcing obedience to the provisions of the new Building Ordinance.

tion of walks, roud dressing and the planting of trees and shrubbery.

In Highland park, new propagating houses and a new consting side have been erected. In Seneca Park, the quarters for the deer an dother animals, have been enlarged, and the collection increased greatly by the purchase of buffalo and other animals.

In Genesee Vailey Park more than 4,000 tons of crushed stone have been used in completing park drives. The athletic grounds have been greatly improved by the erection of an observation stand, construction of tennis courts, ball grounds, and bleachers, and the repating of nearly all buildings. One of the most important improvements has been the installation of Hemicek water services in this park, insuring a copious supply of pure water at all times.

Brown Square has been improved by building a wading pool, skating rink and cement

of pure water at all times.

Brown Square has been improved by building a wading pool, skating rink and cement walks. The park has been seeded and provided with outdoor symnasium apparatus for the Playground League.

The smaller parks have been improved by the planting of shrubbery and flowers, grading and walk building, and the installation of many park seats.

The appropriation of \$50,000 has ocen expended for general maintenance, which includes labor, salarines, purchase of all materials, maintenance of park zoo, band concerts, etc. Over 700 street trees have been emproved, and trees trimmed on 160 streets. Eleven streets have been improved by planting trees and placing tree guards, mader park ordinance, and paid from the Local languagement Fund. The Park Board is now maintaining six ball grounds, one athletic ficia, five skating places and three tennis courts.

CIVIL SERVICE COMMISSION. The work of the Civil Service Commission is increasing and the number of candidates were competed in the examinations this year has been larger in every case than when similar examinations were beld in former years. This is due partly to the fact that the can didates realize appointments are made almost without exception from the top of the list and the increasing tendency to make the examinations as practical as possible. The recent examination for water merer readers, which consisted of the actual reading of all the fifteen kinds of meters in use in the city under the varying conditions of daysight, candle light, and with the aid of

Work for City's Poor.

Work for City's Poor.

DEPARTMENT OF CHARITIES AND CORRECTION—It is a pleasure to state that the existing condition, among the unfortunate poor of the city, shows improvement. The Commissioner informs me that many families which, in the past, were dependent, are now enjoying comfortable homes and are self-supporting.

The large increase in population during the past two years, owing to great prosperity and vastly increased industries, having created a great demand for labor, and at the highest wage ever known in history, has made it possible for these who are capable of working to secure complement. The increase in outdoor relief, and the decrease in that in institutions, is accounted for by the endeavor of the department to keep families together, compelling the parents, where the conditions warrant, to hear the responsibility of rearing their children.

In regard to the distribution of patromage to the different hestitude, endeavor is made to make an equal division, as near as can be consistently regulated. The department has been liberal in the treatment of the worthy poor of the city, endeavoring by frequent investigation to better their condition and to encourage those, who can possibly do so, to become independent of charity. The amount expended is 89,197,e3, which is an increase of only \$525.01 over the previous year, which showed the lowest expenditure in this department for years.

MUNICIPAL ACCOUNTING—The new system, designed for the city by Messrs.

Public Market a Success.

Public Market a Success.

PUBLIC MARKETT—The construction of the public market was so far advanced that on June 1st 1r was opened for public use. A covered shed contaming 120 statis had been erected on the normerly side of rhemarket and accommodations provided altogether for about 300 teams. The amendment to the merket act, adopted by the Legislinture of hast whiter, provided for an additional appropriation of \$50,000 only, making the total amount was not sufficient for the construction of Commissioners as recommended by the Market Commissioners. The market has been completed in accordance with the modified plans, and has received a liberal parromage during the season.

Route of Barge Canal.

Route of Barge Canal.

BARGE CANAL ROUTE—During the year the City Engineer was instructed to arrange with Lyman E. Cooley, of Chiengo, an engineer familiar, by large experience, with canal matters, to come to Rochester and study the question of the location and connection of the barge canal with this city, and to advise as to what location and connection was for the best interests of the city. Mr. Cooley spent a considerable portion of the month of May in the study of these questions, and on June 3d submitted his report to me, through the City Engineer, making deimits recommendations, all of which were contained in a report which has been printed for distribution among those interested in this subject. In this report Mr. Cooley recommended, among other things, that the Genessee river, from the Court street dam to the proposed crossing of the river by the barge canal, wherever it might be finally located, be deepened and used as the Rochester harbor. This construction would not only greatly facilitate the crossing of the Genesee river by the barge canal, and provide proper harbor facilities for the city, but at the same time result in the protection of that portion of the city above the Court street dam from danger from floods.

FLOOD COMMITTEE—The Flood Committee, which, during the last year, investigated the subject at my request, has completed its report and lacided as a part thereof the report on the barge canal crossing allude of floods and gives suggested remedies and all recorded investigations up to the prosent time. The committee also makes definite recommendations with reference to the treatment of the river heessary to protect the city against future floods. This report, together with a report of a committee appointed by the Chamber of Commerce, has been printed in pamphlet form for distribution among those interested.

ROCHESTER RAILWAY AND LIGHT COMPANY—Several months ago the Attorney-General of the state granted permission to the city of Rochester to institute actions against the Rochester Railway Company to declare null and void the unused franchise in many of the streets of the city of Rochester. These franchises have been granted from time to time during a period of forty-three years, and to five different railroad companies. In order that this action may comprehend all of the railway franchises granted in every street, it became necessary to make a page examination of the proceedings of the Common Conneil or upwards of forty years. Some of the franchises were not indexed, others of them were pending for months before the council, and in a large number of cases it was difficult to ascertain whether franchises had been granted or not. The work practically involved a detailed history of every franchise granted in this city since 1801. This has, however, so far progressed that the actions will be commenced within a few days. Street Franchise Rights.

that the actions will be commenced within a few days.

The action of the city of Rochester against the Rochester Railway Company, involving the right of the city in charge to the railroad company its proportion of paying expenses for that portion of the street occupied by its tracks and two feet outside thereof, has been determined by the Court of Appeals in the city's favor. It is undoubtedly the most important case from a money point of view that has been tried during this administration. An appeal has been taken by the railway company to the United States Supreme Court, and a decision cannot be had inside of a year.

ANNEXATION OF TELRITORY—By Leg.

ANNEXATION OF TELRITORY-By Leg-ANNEXATION OF TELRITORY—By Legislative act, the ferritory comprising the former village of Brighton, together with that acquired for the Cobi's Hill Reservoir, has been annexed to the City of Rechester as the 21st Ward. This territory embraced an area of about 730 acres. The City Engineer has been directed to make the preliminary surveys for a comprehensive system of drainage for the twenty-first ward.

Disposal of Garbage.

GARBAGE REDUCTION—The City Engineer and Commissioner of Public Works have been engaged dring the past year in an exhaustive investigation of the sanitary disposal of garbage. If the commendations would be presented sufficiently early so that the necessary construction could be made and the estlection and disposal of garbage and the estlection and disposal of garbage for the year 1906 to a carried out under the improved system. In word the unsettled conditing of the question of disposal, and the improvements in method constantly going on, it was deemed best to postpone a definite propert and recommendations upon this sunject, and to let the extract for another year in the same manner after the same manner and that defailed and disposal of the garbage during early in the year, and that defaile arrangements will be made for the sanitary collection and disposal of the garbage during the year 1907.

PUBLIC BUILDINGS—The improvements

Ing the year 1907.

PUBLIC BUILDINGS—The improvements referred to last year in refurnishing and redecorating the Common Council Chamber have been completed, and this portion of the City Hall is better equipped for its purpose than ever before. The building, however, is entirely landequale to provide proper accommodations for all the offices and departments at present located therein. A contract has been let for remodeling the old No. 11

and departments at present located therein. A contract has been let for remodeling the old. No. 11 School building, focated on Chestaut street, for the use of the Health Bureau. It is expected that this work will be completed early in the coming year, and that this branch of the Department of Public Safely will have sulfable accommodations.

Free Academy building. The sale of the Front street property, which takes effect upon the completion and occupation of the new Fire Department Hendquarters now being constructed on Central avenue, makes it necessary to provide other quarters for the Department of Charlies and Correction. Arrangements have been made to use the northern half of the Free Academy building for this purpose. Plans are also being prepared for the remodeling of this building so as to provide quarters for the Municipal Court and some other capartments of the city government now located in the City Half, and thus releve the congestion in the latter building. The School Board plans to retain a portion of the academy building. It is expected flust these improvements with the completed capity in the coaling year.

Police Station Improvements.

Police Station Improvements.

Central Police Station. General repairs have been made to the drill hall to better fit orable holy is again cabee to the au-

the appearance of the building, architecturally, and make it more in keeping with the other modern municipal judidings.

FIREPROOF BUILDING FOR BALLOT MACHINES—Plans have been made, and a contract awarded, for the construction of a direproof building for storing the buildt machines. This building will be located on the southeast corner of the present bath-house lot on South avenue.

To those of your honorable bedy with whom it has been my privilege to work for the advancement of the city's interest during the past two years, I present my grateful asknowledgment of many courtesies; to those who have newly come to the aldermanic circle I express the hope that we shall succeed in establishing and maturaling a similar and satisfactory harmony, and to all of you I command the city's development and growth on every side, its continued large prosperity, its further advancement in respect for law and the temperate, but firm, enforcement of public morality and order, and the welfare of all its people as the alms, which I trust we shall keep always in mind, in the term of service which now opens before us.

It is not easy to determine what to include in this annual statement; my desire is to transmit to your honorable body all that is of importance in a review of the year, condensed to a reasonable length. I am aware that there are other matters to which allusion might have been made, but it has appeared to me that they will all receive attention in the departmental reports.

Tax Collections.

Comprehensive figures on the tax levy of 1905, local improvement fund collec-tions and expenditures, assessments of the East Side trunk sewer, bank taxes, delin-quent tax accounts, etc., are given in the report. The net tax levy for last year was divided as follows; Taxes on real es-tate, \$2,162,806,84, on presents. tate, \$2,162,896.84; on personal property, \$124,957.29; on franchises, \$108,751.53. A number of additions brought the gross tax levy to \$2,668,044.56. Of this amount the collections

the collections were \$2,592,006.24.

The cash collections for the local improvement fund on principal were \$374, 396.85, and the collections of interest \$26, 802.60, making a total of \$401,199.45.

Other amounts received from various resources brought the total receipts to \$1,056,810.02. The local improvement expenditures were \$1,011,397.18, giving an of receipts over disbursements of

\$45,412.84. The report states that the first assessment on the East Side trunk sewer, of \$435,000, has been cared for except \$9.611.90, the assessments against state property. On the second assessment, of \$360,000, a balance of \$166,442.42 is due.

The bank taxes for the year received by the city were \$41,196.85. Collections on past due taxes sold prior to January 1, 1905, amounted to \$77,632.34.

SMALLER COMMITTEES.

Standing Committees of Chamber of

Commerce Thought To B: To: Lirge.

Heroell any 1, 906
At a special meeting of the board of trustees of the Chamber of Commerce yesterday afternoon the report of a committee which was appointed last week to consider the feasibility of changing the committees was approved and will be submitted at the eighteenth annual mecting of the corporation, which is to be held Monday evening. The committee, of which Robert A. Badger, who is the nominee for president of the corporation, is chairman, recommended that the standing committees be changed from eighteen to nine members and that nine new committees be added.

It is thought that the committees could be made more effective by a reduction of have heretofore been the duty of spe-cially appointed committees. It was also recommended that the quorums of the committees be reduced from six to four, if the number is lessened. If the sugestions are adopted the executive con-nittee will be the only one to retain its ormer size, and it will be increased, as

hairman of standing committees. ng, housing, sanitation, taxation, water tion, action could not be taken by the rustees, who will have to submit their be annual meeting. The officers who were nominated on December 8 will also on elected at the meeting on Monday,

setts, which provides for a reorganization of the consular service, was taken at the monthly meeting of the board of trustees of the Chamber of Commerce yesterday afternoon. A letter was received from Secretary of State Ellhu Root asking that the chamber give the bill its support, and the action taken yesterday was in accordance with his wishes and after much deliberation. Business men are trying to get the consular service out of politics and to institute a reform. The bill provides that one modern language besides English be required of all in the service; that appointment to high-est grades be only by promotion; that lve inspectors watch accounts; that all fees be accounted for and a salary suffi-cient to meet the needs of the consul be provided; that clerks in consular offices hall be Americans.

Secretary Ives read a letter yesterday in which a New York City firm, repre-senting a New York client, wanted to be put in communication with the New Jersey slik manufacturer who has talked of coming here. The plan of the New York firm is to find out through the Chamber of Commerce just what the silk man wants in the way of a building here in Rochester, The New Yorkers express

a willingness to erect a building and sup-ply power to the manufacturer if he de-cides to come to this city. It has been felt for some time among the members of the board of trustees that the committees of the corporation are too large and that they are unwieldly. A plan to which contains, according to the constitution, eighteen members, was proposed and a committee composed of Robert A. Badger, J. George Kaelber, H. B. Graves and Clinton Rogers was appointed to sug-gest plans at a meeting of the trustees which is to be held on January 4. The committee will report as to whether or not better work can be done by smaller committees. As the chalrman of this committee is the nominee for president of the corporation the report of the committee will

embody the policy that will be followed in the coming year. The annual meeting of the corporation will be held on January 8 and the reports for the past year of the secretary and offi-cers will be made. The officers nominated December 8 and A. L. Thompson, whose ame was added to the list of trustees. will be elected. Secretary Ives is busily engaged in preparing his report which is expected to be of especial interest this year because of the unprecedented commercial

M. C. Hayatte, of Chicago, will deliver an illustrated lecture before the corporation in February on "Coal Consumption, Cost in February on "Coal Consumption." for Power, and Smoke Prevention."

Five new members were received into the corporation yesterday. They are: E. W. Edwards & Son, 132-142 Main Street East, department store; Fish & Horton Company, 123 Mill Street, electrical engineers and contractors; Christy Engraving Company, 611 Central Building, photo engravers; Frank A. Maselli, 223 Dartmouth Street, general contractor; Fred F. Sabey, maker of awnings and tents.

THE EVENING TIMES. WEDNESDAY, JANUAR feet has an area of about the complete feet has been consciented in each of the complete feet has been consciented in each of the complete feet has probe for the purpose of any in the feet has been consciented in each of the complete feet has been consciented in each of the complete feet has been consciented in each of the complete feet has been consciented in each of the complete feet has been consciented in each of the complete feet has been consciented in each of the complete feet has been consciented in each of the complete feet has been consciented in each of the complete feet has been consciented in each of the complete feet has been consciented in each of the complete feet has been consciented in each of the complete feet has been consciented in each of the complete feet has been consciented in each of the complete feet has been consciented in each of the complete feet has been consciented in each of the complete feet has been consciented in each of the complete feet has been consciented in each of the complete feet has been consciented in each of the complete feet has been consciented in the complete feet has been consciented in each of the complete feet has been consciented in each of the complete feet has been consciented in each of the complete feet has been consciented in the consciented in the complete feet has been consciented in the complete feet has been consciented in the consciented in the complete feet has been consciented in the consciented with any complete feet has been consciented in the consciented with any complete feet has been consciented in the consciented with any complete feet has been consciented in the consciented with any complete feet has been consciented in the consciented with any consciented in the consciented with any consciented with the consciented with the consciented with the consciented with the consciented w SHOWS PROGRESS IN ALL DEPARTMENTS

Municipal Government During the Past Two Years. Police, Fire and Health, the Park System, Rights of the Rochester Railway & Light Company and the Public Market Discussed. Route of the Barge Canal and the City's Efforts to Secure the Best Possible Terms With the State Authorities. Disposal of Garbage and the City's Financial Condition.

to the Common Comfett, read at night's meeting of that body, is as

PARTMENT OF PUBLIC WORKS

NR SERVICE DEPARTMENT.

WATER PIPE EXTENSIONS.

17.015 ft. 17.015 ft. imais total of 6,290 ft.

SPECKELING.

INSPECTION OF SEWER AND WATER THENCHES.

PLUSHING

WEIGHTS AND MEASURES.

STREET SIGNS.

During the current year 452 new street shaps were placed and 1.035 old signs replaced and repaired. ASPHALT AND OTHER STREET REPAIRS.

LOCAL IMPROVEMENTS The 19tal number of ordinances adopted by the Common Found for local fur-programme was 42, and the total cost thereof was \$85,000.00. The work may be substituted an rollows.

WATER WORKS IMPROVEMENTS. NEW PUMP AT HOLLY PUMPING STATION.

There was genuired under commission proceedings of Edma C. Cobb. Lillian C. Levis and A. P. Collyer, 56.3 acres of the C. Cobb. Lillian C. Levis and A. P. Collyer, 56.3 acres of the C. Cobb. College, but the College of the College

DEPARTMENT OF ASSESSMENT AND TAXATION

The following table shows the assessed

LAW DEPARTMENT.

POLICE COURSE

PHIC DEPARTMENT

BUREAU OF BUILDINGS AND COM-RUSTIBLES.

The number of permits granted for the erection and remodeling of buildings during the year are 1.704, at an estimated cost of over \$5.55.59. The building operations for the year will exceed in cost the year of 1904 by \$1.25,09, and the year less by over three and one-half milyons. Formits were granted for the crection, of over 1.000 dwellings, at an estimated cost of \$2.59,000. About \$1.50,000 was expended in idustrial and commercial buildings. The prospects for the combine wear are very bright, hotwithstanding the high price of labor and anterdak Much effort has been expended in warning occupants of buildings against overloading of floors and otherwise instructing them and enforcing obedience to the provisions of the new building ordinance.

The appropriation of \$40,000 for permanent improvements has been expended in making extensive improvements of the grounds in all parks by grading, construction of walks, road dressing and the planting of trees and shrubbery. In Highland Park new prepagating houses and a new coasting side have been creeted.

In Seneca, Park the quarters for the deer and other autimals have been enlarged and the collection increased greatly by the purchase of buffulo and other animals.

larged and the collection nervessed greatily by the purchase of buffalo and other limitals.

In Genesce Valley Park move than 4,60 tons of crushed stone have been used in completing park drives. The athletic grounds have been greatly improved by the eraction of an observation stand, construction of tonils courts, ball grounds and bleschetts, and the recativity of tonils and bleschetts, and the recativity of the blanch and bleschetts, and the recativity of the blanch water at all time water at all time water at all time as been improved by toldiding a wading pool, skathing rink and, cement wakes. The park has been seeded and provided with outdoor gymaedium apparatus for the Playground League.

The smaller parks inve been improved by the planting of skindbery and flowers, grading and walk building and the mestaliation of many park seats.

The appropriation of Salom has been expended for general maintenance, which includes labor, salaries, purchase of all materials, maintenance of park zoo, band concerts, etc. Over 70s street trees have been removed and trees trimmed on 16s streets; il streets have been improved by planting trees and placing tree guards, under park ordinance, and paid from the Local Improvement Fund. The Park Board is now maintaining six ball grounds, one athlete field, five skatling places and tree tennis courts.

CIVIL SERVICE COMMISSION.

The work of the Civil Service Commission is increasing and the number of candidates who competed in the examinations this year has been larger in every case that when similar examinations were held in former years. This is due partly to the face that the candidates realize appointments are made almost without exception on from the top of the lists and that merit, as shown by high standing, is the prime qualification. Attention is called to the increasing tendency to make the examinations as practical as possible. The recent examination for water meter readers, which consisted of the actual reading of all the fifteen kinds of meters in use in the city under the varying conditions of daylight, candle light and with the aid of matches, was a notable illustration of fitting the test to meet the requirements of the position and producing eligible lists containing only folly omaline condidates. The increase in weights in the police examination from 20 to per cent for the physical tests is another example of this same policy. While it is the the dutty of the appointing power to exercise proper discretion where the public interest requires, it is destrable, other things being equal, that the appointments go to the merit as well as the letter of civil service laws may be observed.

DEPARTMENT OF CHARITIES AND CORRECTION.

CORRECTION.

It is a pleasure to state that the existing condition among the infortunate moor of the city shows immovement. The Commissioner informs as that many families which, in the past, were dependent, are now enjoying comfertable homes and are self-supporting.

The large increase in population during the past two years, owing to great presently and visitly increased industries, inving created a great demand for larger and at the lightest wage ever known in our history has made it possible for these who are capable of working to secure employment. The increase in outdoor relief, and ticelectense, in that in instantions, is accounted for be the endeavor of the denactment to keep families together, could ticelectense, in that in instantions, is accounted for be the endeavor of the denactment to keep families together, compelling the parents, where the conditions warrant, to bear the responsibility of resting their children.

In regard to the distribution of patronage to the different hospitalis, endeavor made to make an equal division as near as can be consistently regulated. The department has been liberal in the treatment of the worthy poor of the city, on deavoring by frequent layestigation to better their condition and to encarrage those who can possibly do so to become independent of charity. The amount expended is \$29.27 (3, which is an increase of only \$29.27 (3, which is an increase of only \$29.27 (3, which is an increase of only \$20.27 (3, which is a

MUNICIPAL ACCOUNTING.

STATE ARSENALA

The contract for the construction of the State Arsenal on the Main Street site purchased by the city has been let and the work of construction is now impler with

PUBLIC MARKET.

| orable bour is again canes

The construction of the Public Market
Was so far advanced that on June 1st 1t
was opened for public use. A covered
slied containing 12 stalls has been erected on the northerly side of the market
and accommodations, provided altogether
for about 20 trains. The amendment to

of the public very series where the containing to stalls has been erected and accommodations, provided altogether
for about 20 trains. The amendment in

out 10 trains were used to the public very large to the public very l

Dient of Public Safet will have suitable additional appropriation of \$50,000 only, making the total amount available 200%, econstruction a commitment of the first particular of the season. In addition to the teams occurring, which aggregated over 100 per day, there has been completed in accordance with the modified plans and has received a liberal pattonage during the season. In addition to the teams occurring, which aggregated over 100 per day, there has been from that the primary of the contract of the primary of the first partonage of the commitment of the city government of the city gov

ONTARIO WATER COMPANY AND WATER RATES.

The action involving the right of the Rochestor & Lake Ontario Water Company to distribute water within the city limits has been rised and salumitted to Mr. Justice Robson. A decision may be expected within a few weeks, but the importance of the case and the proper examination of the large number of authorities relied upon by the Water Company pecessarily involve delay.

BARGE CANAL ROUTE

During the year the City Engineer was instructed to arrange with Mr. Lymon E. Cooley of Chicago, an engineer familiar, by large experience, with canal matters by come to Rochester and study the question of the location and connection of the barge canal with this city and to advice as to what location and connection was for the best interests of the city. Mr. Cooley spent a considerable portion of the mouth of May in the study of these questions, and on June 3d submitted his report to me, through the City Engineer, making definite recommendations, all of which were contained in a report which has been printed for distribution among those interested in this subject. In this report Mr. Cooley recommended, among other things, that the Genesee River, from the Court Street dam to the proposed crossing of the river by the barge could, wherever it might be inable located, be deepened and used as the Rochester harbon. This construction would not only greatly believe by the barge canal and provide proper harbor facilities for the city, but at the same time result in the protection of that portion of the city above the Court Street dam from danger of floods.

PLOOD COMMITTEE.

PLOOD COMMITTEE.

The blood Committee, which during the last year investigated the subject at my request, has completed its report and included as a part thereof the report of the burge canal crossing and Rochester harbor by Mr. Cooley.

The report contains a listory of all theods of which a record could be obtained since 1855. It also deals with the causes and magnitude of floods and gives suggested remedies and all recorded investigations up to the present time. The committee also makes definite recommendations with reference to the treatment of the river necessary to protect the city against future floods. This report, together with a report of the committee appointed by the Chumber of Commerce, has been printed in pampilet form for distribution among those interested.

ROCHESTER RAILWAY AND LIGHT COMPANY

Several months ago the Attorney General of the State granted permission to the City of Rochester to institute action against the Rochester Railway Company to declare notil and void the unused franchises in many of the streets of the city. These franchises have been granted from time to time during a period of forty-three years, and to five different railroad companies. In order that this action may comprehend all of the railway franchises granted in every street. In became neces sary to make a page to page examination of the proceedings of the Common Council Tor upwards of forty years. Some of the proceedings of the Common Council for upwards of forty years. Some of the franchises were not indexed, others of them were pending for months before the Council, and in a large number of cases it was difficult to ascertain whether franchises had been granted or not. The work practically involved a detailed history of every tranchise granted in this city since 18tl. This has, however, so for progressed that the actions will be commenced within a few days.

The action of the City of Rochester against the Rochester Railway Company, involving the right of the city of charge to the railroad company its proportion of paying expenses for that portion of the City of Rochester outside thereof, has been determined by the Court of Appeals in the city's favor. It is undoubtedly the most important case from a money profession cannot be had inside of a year.

ANNEXATION OF TERRITORY.

ANNEXATION OF TERRITORY.

By Legislative Act the territory com-prising the former village of Brighton, to-gether with that accurred for the Colob's Hill Reservoir, has been annexed to the City of Rockester as the Twenty-first Ward. This territory andrawed an area of about 750 acres. The City Engineer has been directed to make the preliminary surveys for a suppreliminary system of dratoge for the Twenty-first Ward.

CARBAGE REDUCTION.

The City Engineer and Commissioner of Public Works have been engaged during the past year in an exhaustive investiga-tion of the sanitary disposal of garbage.

PUBLIC BUILDINGS CITY HALL.

Inprovements referred to last yer furnishing and redecorating the Cor Council Chamber have been on at and this portion of the City to the equipped for its purpose in before. The building, however, rely inadequate to provide proper amodations for all the offices and theorem.

Hebrews in the country. Dr. Harry Frieden-wald, of Johns Hopkins University, is presi-

dent. Sawil Carson, of this city, is local deputy.

Mr. Carson said last night that one rea-

son for making an effort to have the conven-tion in Rochester was that a large portion, probably two-thirds, of the ten thousand Jews here favor the Zionist movement, the

object of which is to obtain a legal right to territory in Palestine and parts of surround-

ing countries for a home for Hebrews who would wish to live there. It is estimated

that if a majority of the Jews of the civil-ized world should take up their abode in

Palestine that country could not accom-modate them. Therefore, the Zionist move-

ment also has in view the obtaining of the peninsula of Sinai, and at least a part of the

Euphrates valley, which is but sparsely in-habited. Mr. Carson believes the federation in America has fifty thousand members. Many Hebrews not affiliated, he says, favor

the object. The convention of last year was held in Philadelphia.

Buffalo has held out many inducements, it

is said, to have the federation meet in that

city. The federation Zionists there are 400 strong. If the convention is held in Rochester it is expected they will all attend. Mr. Carson and Rabbi David Ginsberg, of the

Congregation Beth Israel, will call on Mayor Cutler in a day or two to see about obtain-

ing some large place, possibly the Armory, for a place of meeting. One of the local members called at the Chamber of Commerce office yesterday to see if that organization

would use its influence to aid in bringing the convention to the city. The matter will be brought before the Board of Directors, Mr. Carson says, before a reply is given.

ER HERALD, SUNDAY, JA

COMMERCIAL TRAVELERS

An Afternoon Spent in the Bausch

Members of the Rochester Commercial

Travelers Mutual Benefit Association to

the number of 35, accompanied by Secre-

tary John M. Ives of the Chamber of Commerce, yesterday made a tour of in-

spection through the Bausch & Lomb optical plant. The visitors were received by Captain Henry Lomb and other offl-

cers of the company. George Hammel of the company conducted the company through the buildings belonging to the plant and carefully explained the details

of the work in each department.

This is the second inspection of the

large manufacturing plants of the city

which has been introduced in the associa-tion because of the benefits to be derived by a more thorough understanding of the manufacturing interests of the city,

that members of the organization may intelligently "boost" Rochester at every opportunity. The tours of inspection will

take place every two weeks throughout the winter, and all the most important industries will be visited.

At the Bausch & Lamb plant yester-day the visitors were first taken through the office floor of the new building which has an area of 17,000 square feet. This is

as an area of 17,000 square feet. This is divided into compartments and is handsomely fitted up. In this office alone 125 clerks are employed.

Through a long underground passags the party was led into the basement of the main building, where the lenses are washed and cleansed after coming from the disks on which the disks on the disks of th

concave or convex surface of the disk, as the case may be, and are then taken

a single one. Every lens is ground for

The next process is the polishing which

On the next floor of the building is the

PROCESS OF MA

Largest of Its Kind in the

A swimming pool 46 feet by 80 feet has been constructed in the rear of the bath house on South Avenue. It is the intention to cover the pool with a permanent construction, thus making it available for use at last sousons of the year. This pool is one of the largest of its kind connected with any public both house for all-the-year occupancy. Plans are also in presentation for an addition to the present bath house to provide suitable and sufficient accommodations for both more mid women, and also to improve the annear one of the building, architecturally, and make it more it keeping with the other modern municipal buildings.

FIRE PROOF BUILDING FOR BALLOT

First Proof RULLDING FOR BALLOT MACHINES.

Plans have been under and a control awarded, for the construction of a first proof building for storing the ballot mechines. This building will be located on the southeast corner of the present bath-house lot on South Avenue.

To those of your honorable body, with whom it has been my privilege to work for the advancement of the city's interest during the past two years, I present my grateful acknowledgement of many courtesies; to those who have newly come to the aldermant circle I express the hope that we shall succeed in establishing and maintaining a similar and satisfactory hormony, and to all of you I commend the city's development and growth on every side, its continued large prosperity, its further advancement in respect for law and the temperate, but first, and the welfare of all its beople as the sims, which I trust we shall knople as the sims, which I trust we shall knople as the sims, which I trust we shall keep always in mind, in the term of service which now opens before as.

It is not easy to determine what to include it this annual statement, any desire is no transmit to your honorable body all that is or imparance in a review of the foat, condensed to a reasonable length. I are aware that there are other marters to which alusten night have been made, but it in appropriate to achieve that they will all receive attention in the desartmental canorts.

yary 10,1906-ES, WEDNESDAY, JA

ANOTHER **FACTORY**

Fiber Tooth Brush Company Decides to Establish a Plant in This Cify.

Announcement was made today by Secretary John M. Ives, of the Cham-ber of Commerce, of the location in Rochester of the factory of the Fiber Tooth Brush Company, which has a capital stock of \$100,000.

Dr. George F. Horsey, for many years a dentist in Ities, but who row lives

a dentist in Utica, but who now lives in Kingston, Canada, is the inventor of the toothbrush that will be manufac-tured here. Dr. Horsey is also president of the company, which has temporary offices at 100 Manning Chambers, To-

The brush is made of wood treated by a secret process which brings out the fiber forming a round short brush which is mounted in a holder. The cost of a dozen brushes is tritling, each one costing about three cents. The advantage claimed for the brush over the vantage claimed for the brush over the shall be shall be that it affords a more sanitary method of caring for the teeth and also that the up and down motion in using the fiber brush is a more effective method of classify the teeth. in using the fiber brush is a more effective method of cleaning the teeth. lens to be ground. The lenses are carefuctive method of cleaning the teeth. Dr. Horsey is in the city now nego-thating for a site for the factory. In

discussing the article to be manu- to the spindle where another disk works ctured he said:

"While traveling in the East, I arned that the native Egyptians unlarned that the native Egyptians unlfactured he said: versally used, for cleaning their teeth, over the surface of the lenses. Some of a twig of wood, frayed at one end to form a brush, and was astonished to find how effective this method appeared these disks contain as high as a hundred lenses, while others intended for automobile or engine reflectors contain only

"I procured samples of this wood, half a day and more if found necessary which grows there in great abundance, and after a thorough investigation, beand after a thorough investigation, the came convinced that my efforts had not been in vain.

"The wood comes from a tree known grinding. In the room where the grind-

rame convinced that my efforts had not been in vain.

"The wood comes from a tree known in Arable as Al-Arak and has been used by the natives for cleaning the teeth f since the year 3000 3. C. It possess fare medicinal properties which fo very benicial to the gums, and the natival aromatic alor makes its use. room where over sixty girls are employed

Annual ster in June

Zionist Movement. Expected.

WANT FACTORY SITES Secretary Ives of the Chamber of Commerce Trying to Secure Location For Chicago Firm.

The fame of Rechester as a manufacture uring center is apparently still spreading for two communications from parties lesiring factory sites came into the hands of Secretary Ives this morning. One otter came to Mayor Cutler, but in his

bsence from the city it was turned over Mr. Ives. The letter was from the D. Warren Manufacturing Company f Chicago and stated that they wanted woodworking factory and were desir-us of obtaining possession as soon as ossible. They require a factory with rom 50,000 to 10,000 feet of floor space well lighted and ventilated and with good shipping facilities. The letter fur-her states that the plant would give

mployment to between 100 and 200 men. The other letter received by Mr. Ives was from a Buffalo man who desired inormation concerning factory sites on some railroads, stating that he knew a lim that was looking for a factory and would like to furnish them with some tatistics concerning the inducements of-

ered by Rochester.

Mr. Ives has three sites in view for e Chicago firm and has written them ving particulars, but the Buffalo letter was so indefinite that he has written for nore specific requirements. He has topes of landing the Chicago firm at

NUARY 21, 1906.

KING LENSES

spection room is the machine shop, here all the lathes and other machines sed in the plant are constructed.

ne to the office and packing room,

now been occupied about

The Rochester Chamber of Commerce

BENG E CHASE MINE

Lomb Factory, the

in inspecting the lenses, guaging them as to thickness and measuring the focus each. With the aid of an instrument which is operated by a girl, each lens is focused and the center line marked with small dots of paint. In the rear of this

In another room a long row of girls t at machines and, with the aid of incers, complete the construction of the nel hows and frames for spectacles. From this room the party was taken to the room where the metal parts of cam-eras are stamped out. In one place girls ere riveting the different parts of phoographic shutters, and still farther on experts were engaged in "assembling" the parts, which consists in putting the enutter together and seeing that the many delicate parts are perfectly adjust-ed. Every camera lens is finally tested n a room at the rear of the assembling om by an expert, and a blank card is led in which contains dozens of blanks e description and accompanies every

ome of them were placed on the point a tiny spindle and were themselves small that it was almost impossible see them with the naked eys. A little triber on is a machine where a rod of eel is slowly working itself through, id at the other end pinions for micro-ones are dropping out, all formed with houlder in the center and highly pol-od. Five rows of machines extend the ole length of this room, and they are king articles that seem almost incredhen the necessary delicacy of the

s is considered. visited by the party was that in ch the completed telescopes, micro-es and binocular field glasses are an expert. In a room in the new ents and surveying instruments are

Minufactured.

Nearly the whole of three floors in the new building is taken up by the storage and stock rooms, where brass, glass and glass vessels for use in chemical laboratories are stored. Much of this class of goods is manufactured in the European plant of the company and imported. In the building also meetingles are nacked building also spectacles are packed

and shipped.

The floor space occupied by the plant amounts to over 150 000 square feet There are 1,400 employes on the payroll, and the daily output of lenses is 500 gross pairs. New branches and new machinery are being constantly installed. The new terms of the which the office, is situated.

RODI OF A BADGER HOUSE MICHAEL DOLE IN THEMPION CHARLES F GARMEED WITH THE TOTAL OF T

The Rochester Chamber of Commerce

ROBERT A DADGER - - ---

Mr. h. C. Daniels,

Rochester, E. Y.

this time is a result that I my be noted upon Trustee

V (PS Bliceraly,

Secretary,

A. R. Helmer, J. George Kaelber, P. Raiph Plass, William T. Piumb, Philip Will, Julius I. Wile.

Engineering—George W. Rafter, chairman; James E. Booth, P. V. Crittenden, Edwin A. Fisher, Joseph Farley, H. B. Graves, A. T. Hagen, J. Y. McClintock, L. G. Wetmore.

Municipal Affairs—L. P. Hoss, chairman; James G. Cutler, Walter B. Duffy, Granger A. Hollister, Louis Holtz, Mathins Gondoff, George H. Perkins, Erickson Perkins, Wil-liam H. Smith.

Housing—Griff D. Palmer, chairman; E. J. Burke, H. S. Brewer, Charles T. Crouch, Louis J. Ernst, Henry P. Neun, D. B. Mur-phy, M. B. Shantz, C. W. Trotter.

Sanitation—Max Lowenthal, chairman; Dr. R. A. Adams, Levi Adler, C. S. Kellogg, Dr. John M. Lee, C. H. Ocumpaugh, Clinton Rog-ers, Dr. Charles R. Sumier, E. F. Wester-veit.

Taxation—Rufus A. Sibley, chairman; Ed-

res, Dr. Charles R. Sahner, C. Sa

Jr., C. H. Mason, Robert M. Myers, Julius Stell,
Trade Excursions—L. G. Wetmore, chairman; H. W. Bramley, D. M. Edwards, D. M. Garson, R. A. Hamilton, L. S. Foulkes, John C. McCurdy, Daulel B. Murphy, Simon L. Sieefel, J. A. Seel, Entertainment—Charles P. Ford, chairman; Max Brickner, J. N. Beckley, A. H. Dewey, S. B. Hershey, Harold C. Kimball, A. J. Townson, Clinton Rogers, Arthur Warren.
The resolutions concerning the mortgage-

The resolutions concerning the mortgage

tax law which were adopted by the cham-

whireas, The state law imposing a tax of one-hair of 1 per cent, on all mortgages has now been in operation for seven montans, giving ample opportunity to test its workings, and the effects of the law have been satisfactory neither to the borrowers nor lenders of money under bond and mortgage; and Whereas, The chief result has been to increase the rate of interest on mortgage loans, since the amount of the tax has been added to the interest rate, advancing these charges, at 4 1-2 to 5 per cent, to 5 5 1-2 and even 6 per cent, thus adding to the burdens of the borrowers and having a tendency to discourage building operations and whereas, The law being combersome and expensive in its administration;

Resolved, That the trustees of the Rochester Chamber of Commerce hereby request the senators and assemblymen from Morroe county to vote and use their inducence for the amendment for the present annual mortgage-tax law so as to provide for a simple recording tax of one-haif of 1 per cent, and the exemption of mortgages from all further tax-ation, state or local; and to make such other amendments as, in the light of experience, appear to be necessary.

Resolved, That the secretary be instructed to forward copies of this resolution to the governor, the senators and assemblymen of Monroe county and Hon. Arthur C. Wade, chairman of the Assembly Committee on Taxation and Refreuchment.

This is the request for a soil survey of

to Champlon Mortgage Tax Law

Against Which Chamber of Com-

merce Acta-Members Elected.

A resolution condemning the mertgage

tax law as at present constituted, in line

with action taken by real estate

ansociations of the city, was

adopted at the first meeting of

the new board of trustees o

the Chamber of Commerce yesterday

Secretary John M. Ives received

Secretary John M. Ives features this morning a letter from Senator Morton E. Lewis and William W. Armstrong asking for an apportunity to present to the chamber argument in favor of the mortage tax and They say they are confident these.

They say they are confident these guments have never been fully presented to the people of the city. Senator

flee on taxation, played a promine art in framing the law.

william A. Sutherland called on Sewilliam A. Sutherland called on Sewilliam A. Sutherland called on Sewilliam I william to say the uring the gession of the legislature

afternoon.

Post Exprese. WARY 29, 1906.

BARGEWAY SPUR IN THE RIVER

Canal Officialdom to Give It Careful Consideration.

FOR ONE OF THREE ROUTES

All of Which Are to Be Exhaustively Surveyed-Feasibly and Comparatively Inexpensive, Experts say.

A state official who stands close to canal officialdom at Albany, assured a Post Express reporter this morning that the advisory board of canal engineers had decided to give careful consideration to the proposition to canalize the Genesec river from the point of crossing of the barge canal south of Rochester to Court street as a harbor for the convenience of Rochester shippers.

Expert engineers have decided that the plan is not, by any means, a serious undertaking from an engineering standpoint; they say that it would prove comparative inexpensive, considering the inoversed benefits it will confer upon the city taken in connection with other pro-

posed routes.
George W. Rafter, who was strongly George W. Rafter, who was strongly urged by the Rochester Chamber of Commerce and others as a candidate for appointment to the state advisory board of canal engineers, told a Post Express reporter this morning that he strongly favored the river route for the spur into the city and considered it entirely feasible as a contracting proposition.

ible as an engineering proposition.
longer before the State Advisory board comes to a decision in the matter of the route of the barge canal spur into the city," said the state official mentioned above, to a Post Express reporter. "The proposition to canalize the Genesee river will receive just as much consideration as the West side spur advocated by ship-pers at the public hearing given by the State Advisory board in this city, or the East side spur along the line of the old canal feeder outlined in the barge canal law as voted on by the peo-ple. I do not think the fact that many

cople in Rochester favor the river spi people in Rechester favor the river spur-because it will help simplify the flood menace problem by affording ample pro-tection up to the Court street dam, will in any way prejudice the state against deciding on the route if it is found to be best for canal after exhaustive investigation. All three of the proposed coutes will be carefully surveyed in the

near future.
"If the river route is decided on, it will become absolutely necessary for the city to provide better means for flood protection below the Court street dam than exists at present. The wideling and deepening of the river bed to barge canal requirements, will greatly increase the volume and rapidity of the water

Engineer Fisher, in conversation with a Post Express reporter on Saturday, said that plans to protect the, city against flood would be delayed in execution until after the state had decided the barge canal spur question. This may now be taken to mean that a year or more must expire before any practical results accrue from the exhaustive re-port and second from the exhaustive reion until after the state had decided th port and recommendations of the com-mittees appointed by the mayor and the Chamber of Commerce to investigate th

subject.

It is understood that no more barge canal contracts will be let by the state advisory board until the legislature makes its decision in the matter of the recommendation of the state engineer. taxation, so that, as a matter of fact, he will not have to pay any other tax, and he will make the borrower pay the mortgage tax by increasing the rate of interest. that \$40,000,000 be appropriated for car rying on the construction work during the next two years. Work on contract six in South Greece, is progressing rapidly and Contractor Masch announces that a third of the construction we be finished the first of next May

NEW CHAMBER TRUSTEES,

tem at Meeting Tormorroy. ... The newly chosen book of trustees o'cloc. The principal business will royal of the rearranged contee system, providing for more and small er committees. To the present commit tees on legislature, manufacturs are promotion of trade, public improvements premotion of trade, public improvements, railroads and transporation, postal facilities, telegraphy and insurance, statistics and publications are to be udded committees on membership, engineering, numeripal affairs, housing, sanitation, taxation, water supply, trade excursions and entertainments. The committee or engineering will take up the matter or flood menace to the city in the Ger and endeavor to have something

George C. Buell, B. E. Chile, there's c. Craig covers; executive limb 5. Duran, Will J. Fishor, James J. Graham, Henry B.

Roth, L. P. Ross, R. A. Badger, Fred-lime, Henry S. Mackie, H. W. Morgan, Will.

Brown, F. A. Brownell, W. P. Davis, Will.

George C. Buell, B. E. Chile, there's c. A. Brownell, W. P. Davis, Will.

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George C. Buell, B. E. Chile, there's c. Chile, there's c. A. Brownell, W. P. Davis, Will.

George C. Buell, B. E. Chile, there's c. Chile, there's c. Chile, the company of the chamber of communication of the chamber of communi Hathaway, D. B. Murphy, C. Herbert Ocumpaugh, Griff D. Palmer, George W. Rafter, L. P. Ross, William A. Suth-

C. Browster, William C. Barry, Henry Barnard, George R. Fuller, H. B. Graves, Charles F. Gartield, William B. Hale,

Lipman Holtz, S. C. Langslow, Pery R

McPhall, William S. Morse, Philip Present, Clinton Rogers, L. S. Stone, C. W. Trotter, A. L. Thompson, A. B. Warren,

oseph Mandery, William T. Plumb, W

A MORTGAGE TAX

Business Men Declare

the Law Is Cumber-

some and Costly.

WANT IT REPEALED

Practical Working of the Law

Shows That It Is the Bor-

rower Who Gets Burden.

BE OPPOSED, IF NECESSARY

Several well known Rochester busines

men, members of the Rochester advisory committee of the Allied Real Estate In-terests of the State of New York, met in

the Chamber of Commerce yesterday afternoon for organization and to discuss the mortgage tax law.

It is claimed that the present law simply tends to raise the rates on mort-

gages, as holders make an increase in interest to meet the increased tax, and thus the burden is placed upon the very ones who need assistance. It is the de-

sire of the Allied Real Estate Interests to have the law removed and a simple recording tax law passed in place of it.

William C. Barry was elected chairman of the meeting yesterday afternoon and J. T. Eddy of Buffalo was temporary secretary. The following committee

of six on permanent organization was appointed by the chair: V. Moreau Smith, George C. Buell, David Hoyt, Stephen J. Hollister, V. F. Whitmore and E. Frank-

lin Brewster,
Al committee on resolutions was also appointed as follows: Mayor James G. Cutler, Edward Harris, C. C. Davy, Hiram W. Sibley and Rufus A. Sibley. The following resolution was adopted after

The Resolution.

"The state law imposing a tax of one-

cumbersome and expensive in its ad-

ministration and operates to discourage mortgage investments.

"The benefit of the law to the lender,

if any, is the exemption from all other

"The law is objectionable to the por-

"The law is objectionable to the nor-rower because its effect is to increase the tax on real property to the extent of the mortgage tax, whenever the borrower is required to raise money by mortgage of his land. Although the law purports to provide that the lender shall p y the tax, its practical working is that the bor-

tax, its practical working is that the bor-

rower pays it.

"We favor the repeal of the law, but if the real estate owner must be subjected to a mortgage tax in addition to the general taxation to which all real estate is subjected, then we ask that the particular of the provide that the

estate is subjected, then we ask that the law be amended so as to provide that the borrower shall be allowed the privilege of paying the mortgage tax once and for all by a stamp or recording tax, thereby lessening his burden and encouraging the lender to seek mortgage investments.

"Resolved, That copies of this statement be sent to the Governor, the Senators and Assemblymen from Montoe

ment be sent to the Governor, the Senators and Assemblymen from Monnoe County, and Hon, Arthur C. Wade, chair-

man of the Assembly Committee on Tax-ation and Retrenchment."

Officers Elected.

Following the adoption of the resolu-tion the report of the nominating com-mittee was adopted and the following officers elected: President, Alexander B. Lamberton; vice president, H. C. Brews-ter; second vice president, John F. Al-den; third vice president, A. M. Livid

den: third vice president, A. M. Lind-say: secretary Gilman N. Perkins;

Ine state law imposing a tax of one-half of 1 per cent on all mortgages is ob-jectionable to the lender, because of its tendency to reduce the demand for mort-gage investments, and because the law

RECORDING TAX WOULD NOT

PROTEST AGAINST

ester advisory committee: John F. Al-den, Hobart F. Altkinson, C. H. Babcock, Robert A. Badger, William C. Barry, Ed-ward Bausch, John N. Beckley, James erland, Rufus A. Sibley, L. G. Wetmore. For two years.—Lavi Adler, Wilmot Castle, Alvin H. Dewey, Michael Doyle, Castle, Alvin H. Dewey, Michael Doyle, J. J. L. Friederich, J. George Kneiber, A. B. Lamberton, Max. Lowenthal, H. W. Morgan, J. Y. McClintock, John C. McCurdy, E. P. Reed, William S. Riley, George F. Roth, M. B. Shantz, C. Walter Smith, Albrecht Vogt. Philip Yawman, For three years,—Robert A. Badger, H.

E. Booth, H. C. Brewster, E. Frank B. Booth, H. C. Brewster, E. Frank Brewster, George G. Buell, Benjamin E. Chaso, P. V. Crittenden, James G. Cut-ler, H. G. Danforth, Cassius C. Davy. Thomas J. Devine, Walter B. Duffy, George Eastman, F. M. Ellery, Dr. W. S. Ely, T. W. Finueane, J. J. L. Frid-erich, C. F. Garfield, Jacob Gerling, Fred-erick Gleason, Edward Harris, G. Hollis-ter, M. J. J. G. Berry, Physics, Physics P. Berry, Harvid ter, G. A. Hollister, David Hoyt, Harold C. Kimball, A. B. Lamberton, William B. Lee, A. M. Lindsay, W. H. Matthews, G. N. Perkins, J. C. Powers, E. P. Reed, Harvey F. Remington, L. P. Ross, George F. Roth, Eugene Satterlee, Hram W. Sibley, R. A. Sibley, V. Moreau Smith, H. B. Stevens, C. M. Thoms, J. Foster Warner, Robert C. Watson, V. F. Whitmore, George Wilder, F. W. Zoller.

Citizens Affiliated.

In addition to the members of the advisory committee, a large number of the citizens of Rochester are affiliated with the Allied Real Estate Interests, as correspondents. The following have declared themselves against the annual tax on mortgages, and in favor of a simple recording

William N. Cogswell, Adelbert Cronis John H. Hopkins, C. S. Lunt, William B. Hale, Nelson E. Spencer, Milton E. Gibbs, H. J. Menzie, George P. Decker, Hon. George A. Carnahan, George E. Milliman, Erickson Perkins, Albert O. Fenn, J. War-ren Cutler, Howard L. Osgeod, F. G. Ferrin, George M. Elwood, William Eastwood Fin, George M. Elwood, Wilmin Gaster, H. A. Tarbox, H. H. Garfield, R. S. Pad-fock, T. S. Mulcaby, H. S. Brewer, H. C. Paul, A. Frank Warren, O. Park Smith. P. S. Johnston, Platt B. Viele, Henry H. Pryor, William H. Emory, J. Z. Culver, C. M. Palmer, Leland V. Slaight, M. L. Hughes, George A. Lent, R. C. Barker, I. Spencer Post, E. P. Allen, D. H. Allea, W. E. Mares and J. W. Sallsbury. Joseph T. Alling and Harvey E. Cory are

FEBRUARY 1, 1906.

MORE OPPOSITION TO MORTGAGE TAX

ACTION TAKEN BY CHAMBER OF COMMERCE.

UNANIMOUS VOTE CAST

AttendanceLargerThan atAny Meet. ing in Last Six Years-Standing

Committees Named—Soil Survey of Monroe county:

The first monthly meeting in 1906 of the trustees of the Chamber of Commerce, ns well as the first under the presidency of Robert A. Badger, was held yesterday afternoon. The attendance was larger than at any previous meeting of the hoard in six or seven years, it was said after the meeting adjourned, and the number of applicants was larger than had been presented at any meeting in several years. The standing committees for the year were an nounced, resolutions favoring amendment of the mortgage-tax law were unanimously of the Bureau of Solls, of Washington, to of the mortgage-tax law were unanimously adopted, and it was voted to request the United States Department of Agriculture to make a soil survey of Mouroe county. The country of Treasurer Benja-

United States Department of Agriculture to make a soil survey of Mouroe county.

The annual report of Treasurer Benjamin E. Chase was presented and accepted. It showed that the funds of the corporation were in good condition. After the report had been accepted, nominations for treasurer were called for. Benjamin E. Chase was the only nominee, and upon motion the secretary was directed to cast one ballot for Mr. Chase, who has been treasurer of the Chamber of Commerce ever since its organization, except for a brief period.

A communication from John Lundrigan,

A communication from John Lundrigan, second deputy labor commissioner, in which the organization of local boards of arbitration was advocated, was referred to the Committee on Manufactures and Promotion of Trade.

New members were elected as follows:
Rochester Bill Posting Company, A. C. Stahlbrodt, vice-president, No. 286 State street, Kee Lox Manufacturing Company, Anderson arcune; John P. Smith Printing

street; Kee Lox Manufacturing Company, Anderson avonue; John P. Smith Printing Company, Nos. 72-74 Exchange street; Rochester Stamping Company, George W. Robeson, president, No. 51 South avenue; Wollensak Optical Company, No. 280 Cen-tral avenue; A. Vernon Hart, automobiles and automobile gravue. Carlton street. reet; Ecoators from Mearoe Ask Opportunity and automobile garage, Carlton street; Macauley-Fien Milling Company, No. 406 Graves street; J. Hungerford Smith Com-pany, No. 410 North Goodman street; Dake Drug Company, W. W. Dake, president, Main street east; Bastian Brofhers, manu-facturers of celluloid and metal advertis-ing novelties, No. 89 Mount Hope avenue; Henry C. Wisner Company, State street; and automobile garage. Carlton ing novethes, No. 89 Mount Hope avenue; Henry C. Wisner Company, State street; J. G. Davis Company, Granite flouring mills, Platt street; P. Ralph Plass, tailor, No. 2 Triangle building; Messner & Swen-son, proprietors, Powers Hotel. Standing committees were named as fol-Standing committees were named as fol-

Legislation—A. B. Lamberton, chairman; Frank Brewster, B. E. Chase, Charles T. Hapin, Edgar N. Curtice, T. B. Dunn, D. C. Leibbard, James L. Hotchkiss, George F. Roth.

Fostal Facilities, Telegraphy and Insurance-James S. Graham, chairman; H. F. Atwood, Edward S. Clarke, Milton Clark, P. S.
Johnston, S. C. Langslow, George W. Robeson, Charles E. Ogden, W. W. Smith.
Manufacturers and Promotion of Trade—
Henry C. Brewster, chairman; Charles J.

with President Badger and it was arnext Saturday at 4 p. m.
Not only members but all citizens inforested in the matter are invited. It

expected that all the banking houses of the city will be represented.

A letter was read from the Secretary of Agriculture at Washington, recom-

mending a soil survey of Monroe county.
It is suggested that such a survey might result in the enlargment of special industries—like fruit growing. Local boards of arbitration were advocated by another letter from John Lundrigan labor commissioner; that was referred to the committee on manufacture.

New members were elected as follows Rochester Bill Posting Company, A. C. Stahlbrodt, vice-president: Kee Lo Manufacturing Company, Anderson avenue; John P. Smith Printing Company Rochester Stamping Company, George W. Robeson, president; Wollensak Onli-cal Company, A. Vernon Hart, automo-biles and automobile garage, Macauley-Flen Milling Company; J. Hungerfor Smith Company; Dake Drug Company, W. W. Dake, president; Bastian Brothers, manufacturers of colluloid and metal advertising novelties; Henry C. Wisn-Company; J. G. Davis Company; Grantt ner & Swenson, proprietors, Powers

President Robert A. Badger announce? cese committees: Legislation—A. B. Lamberton, chalma-terank Browster, E. E. Conse, Charr-Chaph, Edgar N. Curtlee T. B. Jun C. Hebbard, James L. Hotelskis, Georg

9. Chapin, Edgar N. Curties T. B. Dinn, D. C. Hoobard, James L. Hothkiss, George F. Roth.
Postal Facilities, Telegraphy and Insurance—James S. Graham, chairman; H. F. Atwood, Edward S. Carke, Milton Cark, P. S. Johnston, S. C. Langshow, George W. Robeson, Charles E. Ozden, W. W. Smith, Manufacturers and Promotion of Trade-lonrs C. Brewster, Chairman; Charles J. Brown, F. A. Brownell, W. F. Dovis, F. Grand, M. W. Smith, Manufacturers and Promotion of Trade-lonrs C. Brewster, Chairman; Charles J. Brown, F. A. Brownell, W. F. Dovis, F. C. Miner, F., George H. Brilli, E. A. Grand, C. Rarry, Chairman; John F. Alden, George F. Garry, Chairman; John F. Alden, George C. Baeil, Walter B. Doffy, A. S. Deforest, Charles M. Everest, R. H. Gordine, Henry S. Mackle, H. W. M. Eggar, Statistics and George S. Crittenden, L. E. Elionette, George C. Bell, Walter H. Price, H. S. Scarle, Mix Freburgh, Roman Wolfert, Rallroads and Transportation—Michael Treing Roman, H. P. Browster, W. H. Doffett, William Karle, F. C. Loebs, E. P. Roed, Irving Roma, F. Garfield, clusternau; William C. Barry, F., Robert J. Chr. Ralph Plass, William T. Plumb, Phillip Will, Julius I. Wills.

Will, Julius I. Wilo.
Engineering—George W. Rafter, chair
ruan: James E. Booth, P. V. Crittenden
Edwin A. Fisher, Joseph Farby, H. B
Graves, A. T. Hagen, J. Y. McClintock, L.

Graves, A. T. Hagen, J. Y. McClintock, L. G. Wetmore.
Municipal Affairs-L. P. Ross, chairman; James G. Cutler. Granger A. Hollstor, Louis Holtz, Mathias Kondolf, George H. Perkins, Erickson Perkins, William A. Sutherland.
Housing-Griff T. Palmer, chairman; F. J. Burke, H. S. Brower, Charles T. Cronen, Louis J. Ernst, Henry P. Neuta, D. B. Murrelly, M. B. Shanta, C. W. Trotter.
Sanitation-Max Lowential, chairman; Dr. R. A. Adams, Levi Adler, C. S. Kellog, Dr. John M. Lee C. H. Gempaugh, Clincon Rogers, Dr. Charles R. Sumier, E. F. Westervelt.
Taxation-Rufus A. Sibley, chairman; Edward E. Bausch, George Eristman, Abram, J. Katz, Charles H. Palmer, John C. Powers, Hiram W. Sibley, V. M. Smith, Julius W. Wills.

ors, Hiram W. Sibley, V. M. Smith, January, Challen, Water Supply-H. B. Hathaway, challen, Martin, John Bradley, Henry Bapmard, Watson A. Brown, Wilmed Castle, William A. Hubbard, Pr., C. H. Mason, Robert M. Myers, Julius Stell.

Trade Excursions—L. G. Wetmore, challength, M. Garson, R. A. Hamilton, L. S. Foulkes, John C. McChrdy, Daniel B. Murphy, Simon L. Steefel, J. A. Seel.

Entertainment—Charles, P., Ford, challength, Max Brickner, J. M. Sockley, A. H. Dewey, S. B. Hersbey, Harold C. Kimball, A. J. Townson, Clinton Boxers, Arthur Warren. Warren.
Benjamin E. Chase was re-elected treasurer. Post Extress

UNION AND ADVERTISER

CHAMBER OF COMMERCE COMMITTEES

Announced at Trustees' Meeting by President Robert A. Badger.

Members Would Have Mortgage Tax Repealed and Pass Resolutions to That Effect.

Want Soil Survey of Monroe County-Many New Members Elected-Lecture on Smoke Question

The regime of President Badger of the Chamber of Commerce was inaugurat-ed in an auspicious manner yesterday oon, when the first trustees' meet ing of 1906 was held. The meeting was the largest that has been held in several years, and the number of new mem elected was also the largest that has been received at one meeting for some A number of important questions were discussed and the report of the treas-urer, Benjamin E. Chase, was read and accepted. The secretary was empow-ered to cast one ballot for the re-elecposition he has held since the organization of the Chamber, with the excep-tion of a brief period. The mortgage tax was once more dis-

ged and the following resolutions

"Whereas. The state law imposing a ax of one-half of 1 per cent on all ortigages has now been in operation for even months, giving some ven months, giving ample opportunity test its workings, and the effects of e law have been satisfactory neither the borrowers nor lenders of money

ander bond and mortgage; and
"Whereas, The chief result has been increase the rate of interest on mortgage loans, since the amount of the tax has been added to the interest rate, advancing these charges, at 41-2 to 5 per cent, to 55 12 and even 6 per cent, thus adding to the burdens of the borrowers and inving a tendency to discourage building operations and to indure the mortgage investment market; and "Whereas, The law being cumbergage and expensive in its administra-

come and expensive in its administra

"Resolved. That the trustees of the Rochester Chamber of Commerce hereby equest the senators and assemblymen from Monroe county to vote and use their influence for the amendment for the present annual mortgage tax law so as to provide for a simple recording tax of one-half of 1 per cent, and the exemp-tion of mortgages from all further taxation, state or local, and to make such other amendments as, in the light of ex-perience, appear to be necessary.
"Revolved, That the secretary be in-structed to forward copies of this reso-

hition to the Governor, the senators and assemblymen of Monroe county and Hon, Arthur C. Wade, chairman of the Assembly committee on taxation and retrench-

The chief business of the meeting and the first official action of President badger was the appointment of the new standing committees, which were decid-ed upon at a meeting some time ago, when it was thought best to reduce the number or each committee and increase the number of committees. The follow-ing committees were announced:

Legislation—A. B. Lamberton, chairman; E. Frank Brewster, B. E. Chave. Charles T. Chapin, Edgar N. Curitee, T. B. Dunn, D. C. Hebbard, James L. Hotchkiss, George F. Roth,

Fostal Facilities, Telegraphy and Insurance—James S. Graham, chairman;

H. F. Atwend, Edward S. Carle, Mil.

H. F. Atwood, Edward S Carke, Mt. ton Clark, P. S. Johnsten, S. C. Langs low, George W. Robeson, Charles E. Ogden, W. W. Smith. Manufacturers and Promotion of Trade-Henry C. Browstor, chairman: Charles J. Brown, F. A. Brownell, W. P.

Davis, William E. Dugan, George Gallagher, E. G. Miner, Jr., George Smith, F. A. Siecher. Public Improvements-William C. Barry, chaleman; John F. Alden, George C. Buell, Walter B. Duffy, A. S. Deforest, Charles M. Everest, R. H. Gorsline, Henry S. Mackle, H. W. Morgan,

Statistics and Publications—Edward W. Peck, chairman; George S. Crittenden, L. B. Ewlott, Charles S. Gibbs, Frantz Haverstick, Walter H. Price, H S. Searle

Max Wineburgh, Roman Wolfert, Railroads and Transportation—Michael Dovie, chairman; H. P. Brewster, W. H. Duffett, William Karle, F. C. Loebs, E. P. Read, Irving Rouse, William S. Ribey, George B Watkins. Mambership—Charles F. Garfield, chairman: William C. Barry, Jr., Robert J. Curtis, A. R. Helmer, J. George Kael-

oer, P. Ralph Plass, William T. Plumb, Philip Wel, Julius I. Wile.
Engineering—George W. Rafter, chairman; James E. Booth, P. V. Critton-

den. Edwin A. Fisher, Joseph Farley, H. B. Graves, A. T. Hagen, J. Y. McClintock, L. G. Wetmore, Municipal Affairs—L. P. Ross, chairman, James G. Cutler, Granger A. Hol-lister, Louis Holtz, Mathins Kondolf.

George H. Perkins, Erickson Perkins, William H. Smith, William A. Suther E. J. Burke, H. S. Brewer, Charles T. Crouch, Louis J. Ernst, Henry P. Neun D. B. Murphy, M. B. Shantz, C. W. Trot-

Sanitation-Max Lowenthal, chairan; Dr. R. A. Adams, Levi Adler, C. S. Kellogg, Dr. John M. Lee, C. H. Ocum-paugh, Cliuton Rogers, Dr. Charles R. Sumner, E. F. Westervelt.

Taxation-Rufus A. Sibley, chairman Edward E. Bausch, George Eastman Abram J. Katz, Charles H. Palmer John C. Powers, Hiram W. Sibley, V. M. Smith, Julius M. Wile

Water Supply-H. B. Hathaway chairman: John Bradley, Henry Bar-nard, Watson A. Brown, Wilmot Casthe, William A. Brown, without cast the, William A. Hubbard, Jr., C. H. Ma-son, Robert M. Myers, Julius Stoll. Trade Excursions—L. G. Wetmore, thairman; H. W. Bramley, D. M. Ed-wards, D. M. Garson, R. A. Hamilton, L. S. Foulkes, John C. McCurdy, Daniel

B. Murphy, Simon L. Steefel, J. A. Seel. B. Murphy, Simon L. Steefel, J. A. Seel.
Entertainment—Charles P. Ford,
chairman; Max Brickner, J. N. Beckley,
A. H. Dewey, S. B. Hershey, Harold C.
Kimball, A. J. Townson, Clinton Regers, Arthur Warren.
The trustees voted to ask the United
States department of agriculture to
make a soil survey of Monroe county,

and the following letter was sent to Sec

tary Wilson:
The county of Monroe is one of the richest in the state of New York, Large ables, as well as the ordinary crops. The county is thickly populated. siderable portion lies along the lake. It is certainly probable that an examina-tion of the different soils might suggest

special industries that are carried on in this county. It would be of great value also in indicating portions of the county which are best fitted for raising different fruits and which varieties of apples, peaches, etc., could more profitably be planted in different sections. The population is so large and so actively engaged in these industries that any information furnished them will be largeutilized. In view of this the Roches or Chamber of Commerce respectful ter Chamber of Commerce respectfully and earnestly requests of the bureau of solle of Washington to direct a survey

of the soils of Monroe county, N. Y. We are confident that we are entitled to this action by the government and that the results will be largely beneficial."

Secretary Ives announced that M. (
Huyett of Chicago would deliver a leture before the members of the chambe on the evening of February 5th on the subject. "Coal: Combustion, Cost of Power and Smoke Prevention." It was decided to extend an invitation to all who are interested in the subject, whether they are members of the chamber or

The following new members were re-ceived: Rochester Bill Posting Com-pany, A. C. Stahlbrodt, vice-president. outdoor display advertising, 286 State street; Kee Lox Manufacturing Company, typewriter supplies; John P. Smith Printing Company, 72-74 Exchange street; Rochester Stamping Company, George W. Robeson, president, manufacturers of metal goods; Wollensak Optical Company, manufacturers of photo shutters and lenses, 280 Central avenue; A. Ver-non Hart, automobiles and auto garage, Carlton street: Macauley-Fien Millins Company, flour milling, 4-6 Graves street; J. Hungerford Smith Company, manufacturers soda fountain syrup, 419 North Goodman street; Dake Drug Company, W. W. Dake president: Bastian metal advertising novelties, 89 Mt. Hope avenue; Henry C. Wisner Company, crockery dealers, State street; J. G. Davis Company, Granite flouring mills, foot Platt street; P. Ralph Plass, merchant tailor, 2 Triangle building; Messner & Swenson, proprietors of Powers Hotel.

TO DISCUSS MORTGAGE TAX

Senators Invited to Attend Open Meeting at Chamber of Commerce.

at Chamber of Commerce.

In reply to the joint letter of Senators Merton E. Lewis and W. W. Armstrong, in which they requested that an opportunity be given them by the Chamber of Commerce to give arguments in facer of the mortgage fax aw, which appeared in yesterday's Democrat and Chromele, Secretary John M. Ives yesterday sent this note:

Rochester, Feb. 1, 1996.

Hohe Merton E. Lowis, Hon. Whitam W. Armstrong, Senato Chamber, Albany, N. Y. Dear Sit—Yong Tayor of January 31st reached me this morning and in reply Linare to say that after comentation if has been decided to give yourself and Senator Armstrong, an opportunity to meet the chizens of Rochester in one Assembly Hall, Saturday after-hoom, February 2d, at a c'clock.

We do this to accommodate you and while we cannot call a regular meeting of the chamber at such a time at such short hotice, we are glad to give you the hall and an opportunity to address your constituents or as many as yan be accommodated.

Yours very truly,

JOHN M. IVES.

JOHN M. IVES. Secretary Chamber of Commerce. edialoly after the letter had been mailed Secretary Ivos Issued the following in-vitation to the members of the Chamber of merce and others to whom he bell

and members of the corporation, in Assembly flatt, Saturday, February 3d, at 4 P. M., that Senators Lewis and Armstrong may have an pportunity of presenting their views regardopen meeting and any taxpayer is invited to speak. Lamocrat Jeb 2

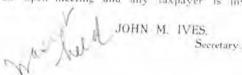
Chamber of Commerce

There will be a meeting of citizens and members of the Corporation in Assembly Hall.

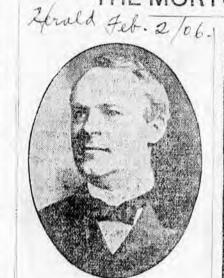
Saturday, February 3, 1906, at 4 P. M.

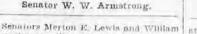
That Senators Lewis and Armstrong may have an opportunity of presenting their views regarding the Mortgage Tax Law.

This will be an open meeting and any taxpayer is invited



SENATORS WILL DEFEND THE MORTGAGE TAX LAW







Arms; ong will speak at a meeting of prominent part in framing the but that taxpayers in the assembly room of the has since become a law and senator Arm-Chamber of Commerce next Saturday afternoon at 3 o'clock to present the wide of the mortgage tax question that has not been in evidence much of late. Because of the several condomination the in favor of the continuance of the law

present law has been receiving during the last few days the Senators wrate to September 1 of the last few days the Senators wrate to September 1 of the last few days the Senators will be senators with the last fairly presented to the people of Rochester and Lint the agitation in layor of the corporation.

Sengtor Lewis, as chairman of the Sen- who have personal interests to serve."

MORTGAGE TAX LAW MEETING POSTPONED COLLEGION Expert Says the Manufacturer A SURPRISE TO THE SENATORS

Hon. Merton E. Lewis Declines to Speak Somorrow Afternoon at Chamber of Commerce and Says That Neither Senator Armstrong Nor He Knew of Announced Date for Discussion Until This Morning.

Charles F. Garfield, Charles M. Thoms, Harvey F. Remington, George F. Roth, Lewis P. Ross, Robert A. Badger, Freder-

Among others identified with this or

ganization are Hobart F. Atkinson, C H. Babcock, Edward Bausch, James F.

Booth, George C. Buell, Benjamin E

H. G. Danforth, Thomas J. Devine, Wal

ter B. Duffy, George Eastman, F. M. El-

lery, Dr. W. S. Ely, T. W. Finucane, S

G. Hollister, David Hoyt, Eugene K. Satterlee, Hiram W. Sibley George Wil-

der, and Frederick W. Zoller. It is one of

body of men ever organized in this city.

This committee has adopted resolution

condemning the mortgage tax in une-

quivocal terms. Although the law purports to provide that the lender shall pay

the tax "its practical working is that the

borrower pays it." "It is an atroclous

law," said one of the foremost business

men of Rochester, "for it saddles an ex-

pense on a class of people that need

Immediately after the organization of

monthly meeting of the new year and

also demanded the repeal of the law, de-

claring that the chief result of its opera-

ion has been to advance the rate of in-

terest, "thus adding to the burdens of

the borrowers and having a tendency to

discourage building operations and to in-

On the same day that the Chamber o

Commerce met, the Real Estate Protec-

tive association of Rochester held a

neeting and also adopted resolutions de-

uanding the repeal of the tax. The re-

solutions declared that "In almost every

case the interest on mortgages has been

raised enough to cover the tax of one-

half of 1 per cent., thus in effect com-

pelling the borrower to pay the tax;"

that since the law went into effect,

there has been absolutely no privat

money to lend at 5 per cent., but all

mortgage loans have been made at 5

and 6 per cent." One man said that be

fore the law went into effect he loans

at 5 per cent., but now he got 6; another

said he knew of no loans made at les

than 5 1-2 per cent, and a third declared

that not a single dollar of private mone had been loaned in Rochester on more gages at 5 per cent, since the law

went into effect, except in a few cases

where the lender did not know of the

tax. "The tax comes out of the man

The protests of the business men c

Rochester against the tax on mortgage

which is really a tax on thrift and ac ually an additional burden upon the

poor man-have been sent to the repre-

ntatives of this county in the legisla

ire, and two of them, Senators Arm

strong and Lewis, have asked the privi

ege of appearing before the Chamber o

he rudiments of finance and the science

nmerce to instruct the members

of taxation. Accordingly Secretary

es has notified them that they may ap-

I Commerce at some future time and

This is in the highest degree interest-

ng! It has, of course, been the impres-

sion in Rochester that the regularly

elected senators and assemblymen of the

in Albany for the purpose of carrying

out their wishes. But the situation

seems to be reversed. Senators Lewis and Armstrong virtually say that the

bank presidents of Rochester, the savings

and professional men of the city don't

bank trustees, and the leading business

Ignorant of the simplest principles of

finance, and should reverently atten-

know what they are talking about,

upon them for instruction!

ounty represented the people, and were

meir constituents

er in the assembly hall of the Chamber

ake such explanations as they please to

who can least afford to pay it" was

frequent remark at these meetings.

jure the mortgage investment market,"

this committee the trustees of the Chamber of Commerce held their first

the strongest and most representative

Chase, P. V. Crittenden, James G. Cutler,

meeting was called at the Chamber of Commerce Assembly Hall to morrow afternoon, at which it was announced that Senators Merton E. Lewis and William W. Armstrong would address a meeting of citizens and members of the Chamber of Commerce on the benefits to be derived from the mortgagetax law, one very important matter was overlooked and that was allowing On this account the meeting for to morrow has been called off. Senator Merton E. Lewis arrived in Rochester this morning, having left Albany he-fore the letter informing him of the eeting had been received. Senator Armstrong is in New York engaged with the Insurance Committe report and did not receive the letter before he left Albany. Consequently neither of the Senators knew anything of the matter until they read it in this morning's papers. Senator Lewis announced this morning that he declined to speak alone and that his request to the Chamber of Commerce had been to address representative meeting of the Cham-

SENATOR LEWIS DECLINES. "My letter," said Senator Lewis, "r Senator Armstrong and myself to presenator Armstrong and myseit to pre-sent the matter of the mortgage-tax law before the Chamber, was intended to reach the Chamber in time to ar-range the hearing for Monday night. at the regular meeting of the Chamber.

"Last spring I told Secretary Ives
that I would like an opportunity to before the Chamber at a lat appear before the Chamber at a later date and present to the members the features of the mortgage-tax law and to explain its benefits. In my letter this, week I asked for a hearing before this, week I asked for a hearing before the Chamber of Commerce, and I do not understand how a misapprehension of my meaning, expressed on two dif-ferent occasions, that I wished to ad-dress a meeting of the Chamber of Commerce, could have arisen.

'Senator Armstrong's absence makes it impossible to conduct the meeting on the lines we had arranged, so it is hardly necessary to say that I shall not

speak at the meeting tomorrow after-noon in the Chamber of Commerce Asecretary Ives, in arranging the eting for Saturday afternoon, dld so meeting for Saturday afternoon, aid so at the instance of a prominent eitizen who urged that the meeting be called at once and suggested that it would be well to hold it Saturday as Senator Lewis and Senator Arnstrong would be home from Albany on that day.

SATURDAY A POOR DATE. Secretary Ives, who did not receive Senator Lewis' letter until yesterday morning, immediately arranged the meeting on the suggestion offered that Saturday would be a day approved by the two Senators who were to speak. The citizen who made the appointment for the absent Senators was not authorized by them to do so.

thorized by them to do so.

Although the programme of the chamber meetings are necessarily arranged some time in advance, Senator Lewis thinks his request, preferred verbally to Secretary Ives, might have received attention before this time; and that when the formal application, as it was made by Senator Lewis this week, was received by Secretary Ives, that the spirit of the request might have been considered in arranging the meeting.

Senator Lewis has for the past two years been the chairman of the Taxation and Retrenchment Committee in

years been the chairman of the Taxa-tion and Retrenchment Committee in the Senate and was a member of the committee in the Assembly as long as he was a member of that body. The mortgage tax law was the result of careful study of all the conditions which it was designed to meet. Senator which it was designed to meet. Senator Lewis is regarded by his colleagues as being especially qualified from his work in the Legislature to handle all mat-ters pertaining to taxation, as he has made of them a most thorough and exhaustive study during his official

THE POST EXPRESS

Tax on Mortgages.

Strong opposition to the tax of one-half of 1 per cent, on mortgages has existed in Rochester from the very beginning and has now been formally or ganized. The Rochester Advisory Com mittee of the Allied Real Estate Interests of New York State has a large menibership, embracing bank president trustees of savings banks, and business and professional men of the highest standing. Here is a list of the officers:

President, A. B. Lamberton; vice-presidents, H. C. Brewster, John F. Alden, Alexander M. Lindsay; secretary, Gilman N. Perkins; treasurer, J. Craig Powers; Executive Committee, Holmes B. Stevens, chairutive Committee, Hoines B. Stevens, chair mans W. C. Barry, E. Frank Brewster,

Never Materialize. Jost Estato 21 (706_ Mes Would Not Come to Saturday Mocting, Assig ed as Cause.

State Senator Merton E. Lewis returned of aconversation he had with Secretary John M. Ives at the Chamber of Commerce this morning, it was announced by that official that the "citizens" meeting, scheduled for to-morrow afternoon at 4 o'clock to give Senators Armstrong at 4 o'clock to give Senators Armstrong and Lewis an opportunity to present ar-gument in favor of the mortgage tax law, had been indefinitely postponed. Senator Lewis explained to a Post Express reporter that Senator Armstrong was de-tained in New York getting out his re-port or the insurance investigation, and would jot be able to be home to-morrow. For this reason and because he thought Saturday a bad day to get business men-out to a meeting, Senator Lewis asked Secretary ives for the postponement. "We did not anticipate that the meet-ing would be called in such haste," con-tinued the senator. "The idea of Mr. Armstrong and myself was to have the communication asking for a hearing, tion asking for a hearing communication asking for a hearing, presented to the chamber corporation at its next meeting, when a date would be fixed for our meeting. On such short notice, it is not likely that a meeting to-morrow would be satisfactory."

The Chamber of Commerce trustees, at their meeting this week, followed the lead of the real estate associations of the city and passed resolutions asking either for the repeal of the mortgage tax law or its transformation into a simple, record-ing tax enactment. The sentiment of the chamber membership is known to be strongly opposed to the continuance of the law on the statute books of the state and there is said to have been some critieism of the plan to make the chamber the scene of a pro-mortgage tax law meeting. It is surmised that this has had something to do with the hasty call-

ing off of the affair.
Secretary Ives said this afternoon that he had heard of no objection on the part of any member of the chamber to give Senators Admstrong and Lewis a hear-ing. The meeting, he said, had been ar-ranged for Saturday because it was understood that it was the only day that the senators could get away from Al-

"The chamber opposed the mortgage tax before it became a law," continued Mr. Ives, "At that time Senator Lewis Mr. Ives. At that time saked permission to give the argument in favor of it, but before a meeting could be arranged for, the bill had been in favor of it, but before a meeting could be arranged for, the bill had been signed by the governor. When the sen-ator renewed his request at this time there was no opposition to granting it as far as I know. The meeting was not called as a meeting of the chamber, but a general invitation was given to every-body interested in the subject to be pres-ent.

Rochester Chamber of Commerce

A regular meeting of the Corporation will take place

MONDAY, FEB. 5, 1906, AT 8 P. M.

on which occasion MR: M. C. HUYETT, of Chicago, will deliver an Illustrated Lecture, taking for his subject

> COAL, COMBUSTION, COST FOR POWER AND SMOKE PREVENTION

Mr. Huyett has delivered this lecture by invitation a number of times before Engineering Societies and Chambers of Commerce, and has given complete satisfaction.

The lecture will be along economic lines but easily iderstood, illustrated as it will be by some seventy views shown by Mr. George Wackerman.

All members of the Chamber who employ engineers and firemen are requested to invite them to the lecture. They will be both interested and instructed.

It is requested that all be in their seats by 8:15 p. m., as the half will be darkened at that time.

JOHN M. IVES.

ROCHESTER DEMOCRAT AL

Cannot Afford to Make Smoke

Has Studied Local Conditions and Will Present Conclusions in Lecture To-night.

M. C. Huyette, of Chicago, a civil en-gineer of national reputation, will deliver a lecture to-night in the Assembly Hall of

a lecture to-night in the Assembly Hall of the Chamber of Commerce on "Coal Smoke and Its Prevention." The lecture will be open to the public and will be profusely illustrated with stereopticon views of local conditions and plants. Mr. Huyette was severely injured a few days ago by a fall in a railroad sta-tion in the Georgian Bay district, where he went to make tests, but he has recov-ered sufficiently to be able to give the lecture to-night, although still suffering lecture to-night, although still suffering from bruises and injury to his eyes. To a Democrat and Chroniele reporter Mr. Huyette said last evening: "I have been studying the smoke prob

lem and speaking on it for more than twenty years. I delivered the first lec-ture on the subject in Indianapolis before the Engineering Society, and since then have spoken before engineering societie

"A manufacturer cannot afford to make smoke. In my lecture I shall produce plates showing local conditions which will drive this point home. I shall work out this problem in dollars and cents. I am preaching the gospel of economy and smoke prevention, and I am not adver-tising any device whatever. In this city there are men who are running gas producers and not burning the gas. They are throwing away 25 per cent of their fuel money every day. There are others who are burning the gas and getting the

"Smoke conditions in Rochester are fair, but not nearly as good as they ought to be. The damage to properly every year in Rochester through smoke is not less than \$1,000,000, and that amount is exclusive of the damage to public health or the waste of fuel. By this damage I mean the damage to curtains, clothing, carpets and furnishings and increased laundry bills. It comes in small amounts, say five to eight dollars a year, to every person in this city, but with 180,000 pop-ulation the total is stupendous. In Chicago, without doubt, the damage by smoke is \$40,000,000 a year. Wherever they are making smoke they are throwing away money. That may be avoided by securing reasonably perfect combustion. This

has been proved many times.
"I intend to work out and demonstrate
the local question. I have obtained analyses of the coal generally used in this city and I shall get right down to a practical basis. In this and other cities it is waste, waste, waste all the time. Manufacturers, the churches, the schools and the city itself do not know the conditions under which they are using fuel. I included the churches because they are

smoke producers.

"Get the conditions of plants right and get coal for the conditions, and the smoke evil will be cured. The interests of the men who are wasting their money sho sufficient to suppress the smoke evil, d civic pride should help out." and civic pride should neap our.
It is expected that many manufacturers

Post Express

BRUARY 5, 1906.

WHAT KING COAL IS

Will Be Seen When Miners Strike, Says Mr. Huyett.

Expert on Smoke Prevention Who Is to Talk at Chamber of Commerce says Bituminous Miners Will Co-operate With Others.

M. C. Huyett, the Chicago expertoal smoke and its prevention, who is to address the Chamber of Commerce corevening, does not take a cheerful view of the outlook for a settlement of the threatened coal strike. Up to the present time, he says, there has been an absolute failure of agreement between the operatives and the nuners and, unnot a pound of coal will be mined on and after April 1st next.

Anticipates Culamity.

"This strike, if it comes, will be dif-torent from that of three years ago," continued Mr. Huyett. "Only the an-thractic infuers went out them, the bi-luminous interests are sure to be inluminous inferests are sure to be in-volved new. What prevented the bitu-minous miners from walking out three years ago was the fact that their agree-ment with the operatives had not ex-pired. As soon as the strike was over, it was arranged by the unloss that agreements for both classes of miners should expire on the same date. Existwith one of the greatest calamities in its history. Then we will learn what a king

coul really is for the first time. It is true that the operatives, in anticipation of the coming struggle, are now engaged in storing coal everywhere, but they can not possibly meet the demand in this way.

or more than a month."
The strike of three years ago was a yesopener in more ways than one, Mathurent says. If brought the large co. ithest says. It brought the large consumers in many chies to a realization of the broad utility and cheapmess of sort coal and greated a smoke problem for tochester and many other places that had before been wedded to the use of animacity coal. The increased demand for soft real led to overprediction during the part your, making it a far from prosperious one for the bituninous operatives. It is feared that this may even utily lead to a bituminous coal trust such as exists in antifactic coal.

Smoke-Consuming Devices,

Mr. Huyett will illustrate the point Mr. Huyert will flustrate the points of his locture to-night with a storeauti-con. Among the interesting diagrams he will dash on the serion will be one showing the unitage from the minig districts to the principle points for the consumption of roat and the influence on the price of neal due to transporation cost. Mr. Huyert told a roat Express reporter this morning that his lovestigations find convinced bin that the transportation expense was guite regulated, despite many automents to the contrary.

he contrary.

Mr. Huyet is a firm believer in the

Mr. Huyet is a firm believer in the consony of smoke-consonaing devices. The coal consumon who does not use them, he asserts, loses 25 per cent, of the hear power of soft-coal.

The organization of a civil federation. Mr. Huyette says, gave to chicago the next working smoke prevention britishment working smoke prevention britishment of the country. The work of the federation was solely in the direction of securing an onforcement of a law that had g an inforcement of a law that had e hew smoke ordinance goes brio ef-et next June. In Chicago no building equal is issued until the whole Inspec-or is satisfied that the ordinare will be degree. Every day twenty-weyen suits. on an average, are storted in chicago against violators of the law,

CANNOT AFFORD TO MAKE SMOKE

Democrate + Chroniele SAYS SPEAKER AT CHAM. BER OF COMMERCE. Feb. 6-

BAROMETER OF STUPIDITY

Smoke Means Loss to Business Men and Damage to Health and Property, Says M. C. Huyett, of Chicago, in Illustrated Lecture

"Coal, Combustion, Cost of Power and Smoke Prevention," was the subject of a lecture by M. C. Huyett, a civil engineer of Chicago, at the regular meeting of the corporation of the Chamber of Commerce last night. The lecture, while it was somewhat technical, was illustrated with stereopticon views, and in it references were made to conditions in this city. The meeting was well attended.

Mr. Huyett first spoke of the coal areas of the world, and then of the factors entering into the production of power by coal, making this observation in the course of his talk:
"You buy the most improved mechanisms

for the economical use of steam, and neg-lect the essentials for the economical pro-duction of steam."

Reference was made to the attention

given by engineers and superintendents to the condition of their engines, when, as the lecturer said, "the same time spent in studying the conditions of combustion in their furnaces might show them a way to make a saving in fuel fourfold greater than is possible in the final refinements

of the indicator cards."

Business men, said the speaker, should be intelligent on the question of the production of power, and in calling attention to things that they should know he told of the composition of coal and gave definitions of power, heat, etc.

Process of Combustion.

"Place coal in a furnace and supply oxygen, which is contained in air," Mr. Huyett, 'and chemical union takes place at high temperature between the oxygen and the hydrocarbons in the coal; that is what we call combustion. Beconomy in cost of power, capacity from a given quantity of water-heating surface in a

pointry of water-neating solution in a boiler, and smoke prevention will result in proportion as combustion shall be perfect. Perfect combustion is smokeless.

"Imperfect combustion produces soot, which is a non-conductor of heat. Deposits of soot on the water-heating surface of a boiler lessens the efficiency of the heat transmitting surface and make a the heat-transmitting surface and make a

Huyett spoke of the substances found in coal and produced from it that were combustible—volatile combustible and carbon—and of non-combustible substances, such as ash, moisture, sulphur iron, silica and calcium. He spoke of the need for adapting the size of the coal used to the conditions in the plant, and the danger there was that the volatile combustible, a very valuable power-pro-ducing factor, should escape from the amokestack unconsumed, in the form of dense black smoke. Mr. Huyett emphasized the danger of wasting the volatile

"When coal is thrown on a furnace fire the first effect is a lowering of furnace temperature, due to inrush of cold air through the opened door and the absorp through the opened door and the assorption of heat by the green fuel. At the same time the added depth of fuel on the grates decreases the supply of air through the grates at the time of maximum requirements. Then the distillation and liberation of the volatile combustible hegins; gas is produced, and if the air supplies its decrease or he admitted in such ply be inadequate or be admitted in such form that chemical combination shall be impossible an explosive mixture—gas of strength for burning-will not result.

Conditions of Combustion.

"The nearest approach to perfect com-bustion in a boiler furnace will obtain with fuel of suitable size for quick chemical combination of the combustible and the supporter of combustion; fuel automatically fed to the furnace and properly distributed without opening the furnace doors; the right quantity of air properly introduced at the right places; aut removal of ash and refuse, and high fur nace temperature. The qualification, 'suitable size,' cuts out lump and run-of-mine, unless crushed to reasonable (uniform) size.

"Air supply necessarily depends on the judgment of the fireman, who can judge the perfectness of combustion by the color and length of flame. With high furnace temperature and proximately perfect combustion of bituminous coal the flame is short and as incandescent as an arc light. Long, yellow, red flames are the

sure indication of imperfect combustion."

Mr. Huyett spoke of the loss of power through not observing the conditions stared and then discussed heat values and the cost of power. As a rule, he said, the cost of power. As a rule, he said, the small plants produce more smoke, in proportion to the coal fired, than larger plants. While in the small plant which uses, perhaps, 100, 200 or 300 pounds of coal per furnace hour, to invest in a modern mechanical smoke-preventing furnace was not justified, the speaker said, that was no excuse for maintaining a smoke nuisance. For such plants he advised the use of buckwheat coal

Smoke Denotes Stupidity.

In speaking of the prevention of smoke, Mr. Huyett said that "the time was when smoke was considered an indication of prosperity, but that smoke actually was the barometer of stupidity. Smoke, he said, was a nuisance, damaging health and property, and 50 per cent, less smoke menat 50 per cent, less damage.

"It is estimated," said M. Huyett, "that the damage resulting from smoke in Chithe damage resulting from smoke in Chi-cago aggregates \$40,000,000 a year, or \$18 per capita. The population of Rochester, according to the last census, is 181,672, and as you are not such vile sinners, in smoke production, as the people of Chicago I will rate the damage down, give you the benefit of the doubt and in round numbers will call the damage \$1,000,000. To show you the reasonbleness of my estimate, let me say that the figures are made on the basis of 1 1-2 cents a day per capita, and If this basis be correct you have a loss of \$996,000.

"Throw sentiment to the winds and bring the problem down to that of dollars and cents, and if you have rightly com-prehended the statements that have been made you will understand that it is not only scientifically demonstrated that as a business proposition the men who pay the coal bills cannot afford to foul the city by

Heraed FEBRUARY 6, 1906.

LOSSES IN FUEL

Expert Declares Coal Is Most Important of Products.

TALKED OF SMOKE NUISANCE

M. C. Huyett, Chicago Expert, Tells Members of the Chamber of Commerce That Smoke Evil Is Supported in This City at an Annual Cost of About a Million Dollars.

"The population of Rochester by the last census is 181,672, and as you are not such vile sinners-for smoke production-as the people of Chicago, I will rate the damage down, give you the benefit of the doubt, and assert that it costs the city of Rochester in round figures \$1,000,000 annually to support the smoke nulsance," was one of the claims made last night at Chamber of Commerce by M. C. Huyett, the Chicago coal export, in his talk on "Coal, Comdistion, Cost for Power, and Smoke Prevention." The interest felt in the subject

by the attendance of an audience that filled the assembly room. Mr. Huyett was given close attention and admirably succeeded in holding the interest of his hearers He said in part:

"There is no substance extracted from eneath the earth's surface which appeals so directly to the people, whatever their condition, as coal. Gold in itself is no exception. Working up from the 'firing line' I can sympathize with the fireman who is blamed for unsatisfactory results. The Engineering Review states facts comprehensively: "The greatest responsibilities for saving or wasting about a steam plant are undoubtedly in the coal pile, but it is a dirty proposition, many of its features not well understood, so the subject does not receive the consideration to which it is entitled. You buy the most improved receives for the economical use of steam mechanism for the economical use of steam

and neglect the essentials for the economi-cal production of steam."

Mr. Huyert had volumes of statistics at his lingers' ends to show just where the waste obtained and how it might be min-inrized. He arged that the men who have to pay the coal bills are the ones to take be initiative in seeking hemedles, and the they should not leave the matter to the gineers. Perfect combustion, he said nokeless, imperfect combustion product soot, which is a non-conductor of heat an also proves a direct waste of fuel. He estimated the cost of evaporating 1,000 gallons of water at about 20 cents for fuel, under ordinary conditions, but claimed that this might be greatly reduced. Continu-ing under this head he said:

"The pearest approach to perfect com-bustion, in a boiler furnace, will obtain with fuel of suitable size for quick chemial combination of combustible and the porter of combustion; fuel automatical ly fed to the furnace and properly dis-tributed without opening the furnace doors; the right quantity of air properly introduced at the right places; automatic re-moval of ash and refuse, and high furnace

"The problem of 'automatic control of sir supply in proportion to coal burned' is not solved, and I doubt if it ever will be with other than powdered coal; hence, air supply must necessarily depend on the indement of the fireman; however, he can judge the perfection by the color and longth of flame. With high temperature incandescent as an arc light. Long, yellow, red flames are a sure indication of im perfect combustion. Under ordinary condi-tions, which require the fireman to open the furnace doors hundreds of these sections the each day, it is impossible to maintain the high furnace temperature necessary for the section of the sectio knowledge and skill will not prevent smoke

nd waste.
"Civic pride, an educated and intelligent public sentiment and self-interest-in the problem of dollars and cents, which might properly read dollars and sense—should make law necessary; however, there are in every community those who neglect their own best interests, and the rights of others, and for such offenders of common decency

Mr. Huvett illustrated his talk with a numerous collection of lantern slides among which were some local smoke pic-

LECTURE ON **PREVENTION** Feb. 6 - OF SMOKE

M. C. Huyett of Chicago Gives Lecture at Chamber of Commerce.

Illustrates Remarks With Lantern Slides and Gives Figures Showing Local Conditions.

Says the Damage to Rochester From the Smoke Nuisance Amounts to a Million Dollars Yearly. Union & Advertiser

The interest which the question of smoke prevention has aroused in this city was well illustrated last night by the number of people, who were not members of the Chamber of Commerce, that attended the meeting of that origanization and listened to a lecture on "Coal, Combustion, Coal of Power and Smoke Prevention," by M. C. Huyett of Chicago. The lecture was probably over The interest which the question of Smoke Prevention," by M. C. Huyett of Chicago. The lecture was probably over the head of the average listener, as it was of a more or less technical character, but to many engineers and firemen who were present it was fraught with valuable lessons. Additional interest was given to the lecture by the use of a number of lantern slides and by frequent reference to local conditions. Mr. Huyett

ere is no substance extracted from beneath the earth's surface which ap-peals so directly to the people, whatever their condition, as coal. Gold in itself is no exception. Working up from the 'firing line' I can sympathize with the fireman who is blamed for unsatisfactory results. The Engineering Review states facts comprehensively: 'The greatest responsibilities for saving or wasting about a steam plant are undoubtedly in the coal pile, but it is a dirty proposition, many of its features not well understood, so the subject does not receive the consideration to which it is entitled. You buy the most improved mechanism for the economical use of steam and neglect

the essentials for the economical produ the essentials for the economical produc-tion of steam.'
"When coal is thrown on a furnace fire the first effect is a lowering of furnace temperature, due to inrush of cold air through the opened door and the absorp-tion of heat by the green fuel. At the same time the added depth of fuel on the grates decreases the supply of air through the grates at the time of maximum re-quirements. Then the distillation and theration of the volatile combustible b gins; gas is produced, and if the air sup-ply be inadequate or be admitted in such form that chemical combination shall

impossible an explosive mixture—gas of strength for burning—will not result. "The nearest approach to perfect com-bustion in a boiler furnace will obtain with fuel of suitable size for quick chem-ical combination of the combustible and the supporter of combustion; fuel automatically fed to the furnace and properly matically fed to the furnace and properly distributed without opening the furnace doors; the right quantity of air properly introduced at the right places; automatic removal of ash and refuse, and high furnace temperature. The qualification, 'suitable size,' cuts out lump and run-of-mine, unless crushed to reagencies (uniform) size. able (uniform) size.

sonable (uniform) size.

"Air supply necessarily depends on the judgment of the fireman, who can judge the perfectness of combustion by the color and length of flame. With high furnace temperature and proximately perfect combustion of bituminous coal the flame is short and as incandescent as an are light. Long, yellow, red flan are the sure indication of imperfect com-

"It is estimated," said M. Huyett, "that the damage resulting from smoke in Chicago aggregates \$40,000,000 a year, or \$18 per capita. The population of Rochester, according to the last census, is 181,672, and as you are not such yile singleners, in smoke production, as the people of Chicago I will rate the damage down, give you the benefit of the doubt and in round numbers will call the damage \$1,-000,000. To show you the reasonableness of my estimate, let me say that the fis-ures are made on the basis of 11-2 cents a day per capita, and if this basis be

a day per capita, and if this basis be correct you have a loss of \$996,000.

"Throw sentiment to the winds and bring the problem down to that of dollars and cents, and if you have rightly comprehended the statements that have been made you will understand that it is not only scientifically demonstrated that as a business proposition the men who pay the coal bills cannot afford to

LECTURED ON SMOKE

M. C. Huyett Tells the Chamber of Commerce Rochester Sustains \$1,000,000 Damage.

"Time was when smoke was consi ered an indication of prosperity, but r is actually a barometer of stupidity, said M. C. Huyett last night in his lec ture before the Chamber of Commercial on "Coal, Combustion, Cost of Power and Smoke Prevention." The lecture though technical, could be appreciated by the layman and the meeting was well attended. The lecture was illustrailed with stereopticon views. Mr. Huyett said in order to have per

fect combustion in a furnace, as muc attention should be paid to the combustion of the properties which make ion" said the speaker 'is smokeless, Imperfect combustion produces soot, which is a non-conductor of heat. Deposits of soot on the waterheating surface of a boiler lessens the efficiency of the heat-transmitting su face and make a limitation of available heat power usable."
"It is estimated," said Mr. Huyett,

that the damage resulting from smol in Chicago aggregates \$40,000,000 a year or \$18 per capita. The population of Rochester, according to the last census is 181,672, and as you are not such vi siners, in smoke production, as the people of Chicago, I will rate the damage down, give you the benefit of the doubt and in round numbers will call the days at 100 and 100 a the damage \$1,000,000. To show you the reasonableness of my estimate, let n say that the figures are made on tr hasis of 11-2 cents a day per capita, and if this basis be correct you have a loss

"Throw sentiment to the winds and bring the problem down to that of dol-lars and cents, and if you have rightly comprehended the statements that have

been made you will understand that it is not only scientifically do not raced that as a business proposit in the correct score who pay the coal bills can it to for the foul the city by maintaining and score ducing furnaces." Junes

WAS HANGED FOR IT

England Formerly Dealt Severely with Maker of Smoke. Post Exmes Fib 7//18

Chicago Coal Expert Relates Story of Buffalo Juror - How Saving In Fuel May Be Effected.

"People who imagine that the smoke prevention problem is a product of modern thought and civilization, are very much mistaken," says M. C. Huyett, the Chicago coal expert who has been making a little investigation into the history of the subject during his stay in Rochester. "I find that King Edward I appointed the first smoke commission provided punishment by fine for the first lefense and destruction of the furnaces if the nulsance continued. Later, in 1306, the use of bituminous coal was pro hibited in London, by proclamation of the king, and the making of smoke was declared a capital offense. Shortly after a man was hanged in Lendon for burning soft coal."

Mr. Huyett tells an amusing story i connection with the effort that is being made to stamp out the smoke nulsance in Buffalo. Recently while a jury was being ase, one man was asked if he was in favor

of enforcing the smoke ordinance, "Well," said the juror, "I'm not so sure bout that I'm against this splitting street cars and public places, but I think a man ought to have the privilege of tak-ing a smoke when he wants to."

Mr. Huyett says that not enough atten-tion is paid by consumers to the quality of the coal they ase. In connection with the enforcement of smoke ordinances in some of the cities of the West, notably Chicago, supervision is being established over the quality of the coal brought in from the mines with most satisfactory re-

"The average ambitious engineer," says Mr Huyett "will spend much time and care on his engine to be sure that the indicator points of cut-off are equal, that the re-lease is in time and that the compression rises to meet the admission in a smooth, rounded curve. This is proper and com-mendable, yet the same time spent in studying the conditions of combustion in his furnace, might show him a way to make a saving in fuel four-fold greater than in the final realments of the in-dicator card. The Engineering Review est possibilities for saving or wasting about a steam plant are undoubtedly in the cost pile, but as it is a dirty proposition and many of its features are not well understood, the subject does not receive the consideration to which it is entitled. One buys the most improved mechanism for the ical use of steam and neglects the

TO DISCUSS **ENGINEERS**

Council Law Committee Will Take Up Proposed New Law.

If Adopted as Drawn it is Said One Member of Examining Board Will Be Barred.

Requires Examiners to Have Had Five Years' Experience as Engineers-Other Provisions.

One of the most important matters which will be considered by the new law committee of the Common Council will committee of the Common Council will be the proposed new ordinance regulat-ing stationary engineers. For years suc-cessive law committees of the board of aldermen have wrestled with amendments to the engineers' ordinance and many have been proposed and a few adopted, but it appears that all parties are not yet satisfied. Last October another new law were proposed and it is this ordinance law was proposed and it is this ordinance which is now to come up for considera-

Rochester Chamber of Commerce

At the last meeting of the Trustees it was suggested that the Officers of the Chamber and Standing Committees for the year 1906 meet together and arrange work for the coming year.

By a vote of the Trustees and Corporation the membership of each Standing Committee has been made smaller and nine new committees added to the six formerly existing.

With new officers and a desire to do larger things for Rochester, a meeting of the officers and members of all the Standing Committees is called for

THURSDAY EVENING, FEBRUARY 15, 1906. AT 8 O'CLOCK.

Enclosed please find the names of the officers of the Chamber and members of Standing Committees with your name

Will you not make an earnest effort to be present at

Yours very truly.

JOHN M IVES.

Rochester, N. Y., February 12, 1986

gineers in the past the aldermen have met first with objections from the en-gineers affected and next with protests from employers until it has seemed impossible to satisfy all concerned, . It is said the new ordinance has been drawn with the object of meeting all difficulties which have arisen, but whether this ha been accomplished remains to be seen.
It is doubtful if any law can be drawn which will meet with the approval of

There is an interesting feature of th rdinance to come before the new This provides that each member of the This provides that each many engineers examining board of stationary engineers shall have been "an operating engineer shall have been "an operating engineer with not less than five years' practical experience." It is said that if the ordinance is passed in this shape it will legislate one member of the present board of examiners out of office, so this may bring politics into the matter from the

This part of the ordinance alone i likely to give rise to a fight by the friends of the member affected to retain friends of the member affected to retain him. And even if the clause referred to is stricken out by the law committee other objections may arise. However, so far as known there is no systematic opposition to the essential provisions of the proposed law.

After providing that all engineers must

After providing that all engineers must procure licenses the ordinance makes some restrictions, among which is the following: "No person shall receive a following: "No person shall receive a license under this ordinance who has not had at least one year's practical experience in the care of boilers and engines, under a practical engineer, and must make affidavit to said experience in his

Classes of licensed engineers are divided in section 6, which says: "The board of examiners of stationary engineers shall issue annual licenses to the fol-lowing classes: (A) To any person found qualified as herein provided to take charge of and operate a steam plant of any kind. (B) To any person found ualified as herein provided to take harge and operate any steam plant up luding 50-horse power. All ar plicants having licenses heretofore issued to them shall not be required to be reexamined for such annual license for the class in which he holds a license."
Section 7 of the ordinance says in part: "It shall be unlawful for any intoxicated person to have charge of or operate any steam engine or steam boiler, and the board of examiners of stationary engineers is hereby empowered, and it shall be their duty, to cancel or revoke the license of any person who shall violate this provision."

Analysis restriction is as follows: "It

Another restriction is as follows : " I hall be unlawful for any person having charge of or operating any steam engine or steam boiler in the city of Rochester to operate or have charge of a steam engine, steam boiler, or steam plant of greater capacity or horse power than au-thorized by his license, and it shall also be unlawful for any one person to ha charge of and operate more than on steam plant at one time."

Section 11 of the ordinance is impo ant. It says: "It shall be unlawful for any person to take charge of or operate a steam plant or steam engine withou which is now to come up for considera-tion.

In taking up legislation affecting en-ing a license. And no licensed en-gineer shall permit any person not hav-ing a license to take charge of or oper-ate any steam plant, steam engine, or

steam belier of which such licensed englueer may be in charge of and operat-ing. The board of examiners shall have the power to revoke the license of any engineer who shall violate any of the provisions of this section."

In regard to steam heating plants the proposed law says: "It shall not be necessary to procure a license to take charge of or operate a steam heating plant in private dwellings only in cases where the water returns automatically to the boiler and the pressure does not exceed ten pounds.'

A penalty affecting employers is as follows: "Any person who shall em-ploy any unlicensed engineer in violation of the provisions of this ordinance shall be fined \$100 for each offense or imprisonment in the Monroe county peniten-

onment in the Monroe county pentials that for 100 days."

The general penalty clause reads thus:
"Any person who shall take charge of or operate any steam boiler, steam engine or steam plant without the license provided in this ordinance shall be ishable by a fine of not less than \$25 nor or not more than fifty days in the Mon roe county penitentlary for the first of-fense, and for the second offense he shall be fined not less than \$50 or imprisonment for 100 days in the Monroe

PUBLICITY IN JAPAN

International Review Published in the Interest of "Shohosha" the The funds Thy 10.06 EDITORIAL ENGLISH IS UNIQUE

Secretary Ives of the Chamber of Commerce Receives Modest Pamphlet from Tokyo.

Secretary Ives of the Chamber of Commerce has received a Japanese publication called the "International Review, which is the organ of "Shohosha" or Bureau of Information. In its modest way, the International Review is attempting to establish a Departmen of Publicity in Japan for all nations. The objects of the Bureau are to encourage the export of Japanese goods; to facilitate importation from foreign countries; to promote and protect trade; to act as a credit bureau; to offer and seek employment and to assist in the development of Japan by rendering assistance to prospective in

Rochester Chamber of Commerce

ROBERT A. BADGER. President MICHAEL DOYLE. First Vice President CHARLES F. GARFIELD: Second Vice President I. GEORGE KAELBER. Third Vice-President BENJAMIN E CHASE TOHN M. IVES. Seen tary

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The Review is published part in Eng-

lish and part in Japanese. The pic-turesque English adds to the interest of the publication. Here are some ex-cerpts from its pages:

"The echo of trumpet and cann dropped the curtain down and on the stage born a New Year. Those stand-

ing on the green hill rejoice the outloo

is hopeful from almost every point of

One New Year would mark your fore

head our wrinkle. No plan that the world may make will be quite peacefu

nless it passes along the side of to

ternational exchange, and the idea co

stantly toward general interest. Writing makes you feel you are learning of

Japanese, corporating are knowing of Japanese and coming are masterings of

hear about are not always at your feet, hear about are not always at the but often over somebody's fence. Such would prevent the internal friction which destroy the life of business.

Here in New Year all appear Happy.

Japanese.

Cenislation

Lipoun Halp

A R. Warrer

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D. C. Hebard
James L. Hotelikisa

T. B. Dinni
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H. E. HATHAWAY, Chrisma-

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D. M. Edwards
R. A. Hamilton
Simon L. Steele
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J. A. Seel Entertainment

CHARLES P. Foun, Chriman

1. N. Beckley
Lardd C. Kimball
Arthur Warren Max Brickner S. B. Hershey A. J. Townson 1. N. Beckley Clinton Roger

Chamber of Commerce Committee Advocates Commission.

TO DEVELOP THE CITY

Also Another to Supervise All Works of Art Acquired by City-Increasing Local Demand for Factory Workers. Especially Women.

Help, housing and flood prevention probloms were discussed at the general meeting of the standing committees of the Chamber of Commerce last night, Secretary Ives said there was a steady and growing demand for women in various lines of work and while there were enough women to do the work, they did not seem inclined to do the kind of work required. Nearly all want to do clerical work while the chief demand is for manual laborers. Laundresses and candy makers are most wanted.

Attention was called to the continued scarcity of small houses for rent. The opinion seemed to prevail that the price of building material would continue high.
Edwin A. Fisher and H. B. Graves spoke the danger of floods in the Genesee riv or. They said the new engineering commit-ice of the Chamber would be found ready to aid the city in every way in averting the

xcursions committee; Max Weinburgh of the statistics and publication commit water supply committee, were among other

Alling S. DeForest, of the public improvements committee, said it was evident from the printed lists of petitioners that the business men of the city favored the proposed bridge to conect Seneca park and pare a comprehensive plan for the develop-ment of the city, anticipating its growth; the other to supervise all works of art owned or acquired by the city, including manicipal buildings, bridges etc. He advised against the extension of Lapham street because it would cross Maplewood park at its widest point.

Personally Conducted Tour.

Under the personal supervision of Seca number of traveling men will visit the shoe factory of Utz & Dunn to-morrow afternoon and fill their minds with the inside workings of a large factory in order that they may be able to poin out the advantages and offerings of this city when the are off on their travels. The men will mest at the chamber at 2:15 o'clock.

LOCAL SENATORS TO TALK MORTGAGE TAX

Arrangements Made For Discussion of Important Question By Messrs. Lewis and Armstrong Before Chamber of Commerce, March 5.

Reasons why the mortgage tax law enacted by the Legislature of 1905 should not be repealed will be advanced by Senator Merton E. Lewis of the Forty-third Senatorial District, at the regular monthly meeting of the Chamber of Commerco on the evening of March 5. If the Legislative Insurance Investigating Committee shall have finished its labors in New York city by March 5, it is probable that Senator W. W. Armstrong of the Forty-fourth Dfs.

W. Armstrong of the Forty-fourth Dfs. Senator W. W. Armstrong of the Forty-fourth Dfs.

over those days. We say those days. Arrangements for a hearing on the mortgage tax question at the Chamber of Commerce for last Saturday aftermoon had been made by Secretary John M. Ives, but Senators Lewis and Armstrop, owing to press of engagements, found it impossible to appear at that time. This morning Senator Lowis and Secretary Ives conferred, and it was decided to have the discussion of the important question at the next regular meeting of the corporation. The addresses of the two Senators will probably affract an unusually large attendance to the March 5 meeting.

The SITUATION IN ROCHESTER. because the New Year had been lasted for 15 days, i. e., up till the 15th of January. Pines and bamboos ar sticked at every ones gates, adorned with ever greens, rice straws dried per-simmons, dried lobsters, oranges, etc. The "International Review" is edited and published by Issa Tanimura, D. C. L., P. O. Box 23, Tokyo, Japan. The January number has a picutre of the Bank of Japan or "Nippon Ginko" on

THE SITUATION IN ROCHESTER.

Apropos of the local interest in the mortgage lax question the New York Tribune on February a had this to say:

"Political news from Rochester is of a character which supposes that the supposes that the results are appeared by the supposes that the results in favor of the law and its continuance upon the statuts books.

FEAR POPULAR PREJUDICE.

The Scanters may be mistaken in their views. On the abstract question we differ

The Junes, Jely 10,1901

March 5. If the Legislative instance investigating Committee shall have finished its labors in New York city by March 5, it is probable that Senator W. W. Armstrong of the Forty-fourth Dfs. triet, will also speak at the meeting in favor of the mortgage tax law as it stands at present.

Arrangements for a hearing on the mortgage tax question at the Chamber mortgage tax question at the Chamber in the mortgage tax question at the Chamber in the control of the state we might expect such a move ment would induce stance on part of the control of

Tribune on February a had this to say:

"Political news from Rochester is of a character which suggests that there are a character which suggests that there may be sufficient the surface of the suggests that there methods of statesmanship which involved the discussion with the people of public questions by the representatives of the neople. We have get pretty well away from that habit, and members of the Legislature commonity vote as they think their constituents demand, without daring to run counter to superior the superior of the superior that it is superior to fine the superior that it is something which few legislas."

The Refuterior has PREJUDICE.

The Scanters may be mistaken in their views. On the abstract a destion we differ from them; though, as we have from them; though, and we have from them; t

ON MORTGAGE TAX LAW.

Senators Armstrong and Lewis May Explain Their Position March 5.

Secretary Ives of the Chamber of Com-Armstrong yesterday which said that he and Senator Lewis would like to address gage Tax law on March 5. The law has business men and also by the Chamber of Commerce. Both Senators feel that it has not been presented in a fair man-ner and desire to explain their attitude in voting for it.

All that could interfere with the meeting, according to Senator Armstrong's letter, would be the report of the combe presented to the Legislature before that time to be for all the Work

Bochester, W. Y. 9/15/06

C. Neidhardt & Co.,

JOHN M. IVES RESILETAND

CITY.

Dear Siru:-

At a meeting of the Trustees of the Chamber a communication was presented from Mr. J. E. Mock, photographer, 328 Main Street East, (a member of the Chamber) stating that he would be willing to give to the Chamber, gratis, a handsome leather-bound album 18 x 22 inches in size containing a photograph 6 x 7 inches of each member of the Chamber and to be of no cost to him.

The Trustees accepted Mr. Mock's offer and instructed the Secretary to write each member of the Chamber enclosing a card on which a date for a sitting could be arranged.

Mr. Mock requests you to have a sitting as early as possible. The undertaking is a big one and, to make it successful and valuable, every member should participate.

No old picture can be accepted owing to the uniformity in size and general appearance to be maintained.

Enclosed please find a sard with instructions how to fill out same and which is to be presented at the time of sibting.

There is to be no cost attached to this transaction, unless you wish to purchase photographs for your own individual use.

JARY 16, 1906.

KEEPING TABS

ON THE RIVER

Yours very truly,

MOCK'S STUDIO

200 Sibley Block, 328 Main Street E.

Name Address

APPOINTMENT MADE BY HOME PHONE 4340

OFFICE HOURS

J. E. MOCK

The Mail has been favored with a copy of the report of the secretary of the Rochester Chamber of Commerce. The report contains many items of interest in regard to the work done by the Chamber during the past year. The progressive development of Rochester, during the past year has been so great as to arrest the attention of the business centers of the entire country. The city has now fully recovered from the great fire of two years ago, and the new buildings put up are much superior to the ones destroyed There have been' many 'improvements during the year, not the least being the building of a large public market. The report gives in detail, some of the items of unusual growth in the various city departments and manufacturing enterprises. Altogether the report shows that the Chamber of Commerce is something more than a name and that its secretary is a man unusually well equipped and adapted to the posi-

spring freshets. damage in the city.

Avon, whose special business would be to keep track of the height of the river and report the same to the city engineer,

whenever there was unusual rainfall and snowfall or rise in the river. "In order to make this work of some value, each observer should keep a rainfall, snowfall and temperature record. Permanent gages should be erected from which a record of the flow of the stream could be deduced. In order to insure that this work was all well done, it would be necessary to pay each observer, per-haps \$10 a month, or \$50 per year, in all."

AT AVON, MT. MORRIS, PORTAGE

Allew M. SVIL secretary.

Flood Committees' Suggestion to be Followed-Goose-bone Seers Not Eligible-For Spring Freshets.

Residents Up Valley.

City Engineer Fisher is endeavoring to arrange with several residents in the Genesee Valley, as far south as Portage, able or possible changes from condition at certain points along the course of the Genesee River before and during the

In the report of the floor committee named by the mayor, which report was presented to the mayor last April, a para. graph or given to suggest the employment of observers along the course of the river, that some idea may be had of the flood conditions and thus permit the city officials to prepare against possible

The paragraph says in part: "The available records show that generally floods in the upper river are about two days in advance of floods in Rochester. It is not difficult, therefore, to organize a system of flood prediction, which will be of considerable value when floods are threatening, by enabling pe ple here to provide therefore, by the removal of goods. For this purpose, observers should be employed at Genes Forks, Belmont, Canadea, Portage a

Three Observers Enough.

Mr Fisher this morning said that he

has been fortunate for several years in having an observer at Avon who has been conscientious and conservative in been conscientious and conservative in sending despatches to the city at times of high water in the river, and that ob-servations from Mt. Morris and Port-age have been quite satisfactory when information was asked from those places. He evidently believes that observers at Avon, Mt. Morris and Portuge would send information in time to enable the city to take protective measures against a flood, as a sudden rise in the river at Mt. Morris is not noticeable in Rochester in less than 48 hours, usually

ed in

It has been learned that some of the residents in the valley towns have come to be familiar with turns and tricks that the Genesee has in store, and any warn messages that they may send to Rochester may be relied upon.

It is not desirable to have as observers

It is not desirable to have as observers persons who became grightener by the breaking up of a small area of ice or the formation of a ice jam that would have no affect up in the height of the river 50 or 60 miles distant. Regarding the intended survey of the

river channel in the center of five or hix feet would doubtless prevent floods, barring extraordinary conditions.
Should it be determined to make such excavation the expense could be made to cover a term of years, by issuing bonds and the cost would not be burden

Historic Scrapbooks Collection AID LOCAL BUSINESS MEN

Chamber of Commerce Devising Trade Excursion Plan.

AS EMPLOYED IN INDIANAPOLIS

Proposed Agreement by Merchants to Rebate Fare of Out-of-Town Customers Under Certain Conditions.

The new Chamber of Commerce trade coursion committee, consisting of L. G. Wetmore, chairman; H. W. Bramley, D. M. Garson, D. B. Murphy, D. M. Edwards, R. A. Hamilton, Simon T. Steefel, F. S. Foulkes, John C. McCurdy, J. A. Seel, is devising a plan for trade exursions to Rochester based on the plan in operation for several years with marked success by the wholesale and retail business men of Indianapolis. In Indianapolis a regular trade excursion bureau is maintained by the business men with a paid secretary and assistants. One of the features of the plan that commends itself to Rochester merchants is that those business men who contribute to the support of the Indianapolis bureau reap the profit directly. A person from out of town who wants to take advantage of the fare repair receives a list of the merchants who support it and, unless he buys of such, he does not get the re-

Indianapolis Plan.

The Indianapolis association consists of all the representative retail stores of the city and covers, practically, every line of merchanuse necessary 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 in another and \$4 in miscellaneous purchases; \$25 in all, and for this his fare to the extent of a fifty-four mile trip is refunded by the bureau. Those living at a greater distance than 54 miles may have their sare recated pro-portionately. To illustrate: If one lives 75 miles from the city, he pays fare for nly 21 miles, the association paying the

fare for a 64-mile trip both ways.

The rebate book contains the names of all the nrms in the association with a place opposite each firm's name for the en-try of the amount of goods bought. The customer asks for one of these at the bureau office when he arrives in town. As the purchases are made, the amounts are entered in the book, and at the last place visited, the customer is directed how and where he may receive his rebate. A record is kept by the association of all amounts ought at various stores so that the assesments against them may be equitably adjusted according to the benefits received. The book also has a list of towns and vil-

lages within the radius.

The initiation fee is \$25 and the annual dues \$10 for the support of the bureau. It addition to this, an assessment is levied upon each member of the association, this fund to be used under the direction of a special committee for the payment of the alary of the secretary, advertising, incidental expenses, etc.

Adjustment of Expense.

The final adjustment of expense to the adividual members of the firms of the association, is determined on September 1 by proportioning the amount of business tranacted by each firm or member with the total amount transacted by the association according to the records of the bureau; so that if the benefits derived are less than be initial assessments, the difference is to be rebated; but if greater, an additional assessment may be levied on the members of the firms deriving such benefits. This makes each member's assessment propor-tionate to the amount of business. The holdings of these excursions at stated

enables the association to secure special railroad rates and makes adver-tisement of the plan more effective. For his purpose all the members of the association furnish to the bureau copies of their mailing list. A complete list is then made and sent to one of the city papers in which advertisement of the plan appears. Be paper sends a copy of the edition to each of the customers named in the list,

Buffalo has a trade excursion plan in operation whereby railroad fare is refunded on purchases of \$25 if the customer lives within 40 miles; on purchases of \$50 if he lives more than 40 miles and less than 80 miles away. Syracuse has trade excurslong in connection with the state fair hald there each year.

DWELLINGS ARE SCARCE

Chamber of Commerce Discussed Question of Low Priced

Jimes -- 8-17-15 BRIDGE AT MAPLEWOOD PARK

Would Clash With Its Aesthetic Surroundings, Says Landscape Artist.

At an informal meeting of the standing committees of the Chamber of Commerce in the assembly room plans for the country year were discussed and a paper relative to the proposed river bringe at the Ridge Road was read by A. S. DeForest, a junuscape artist of the Public Improver, ent Committee, He dwelt at length on the subject, which, briefly stated, is as follows ART IN BRIDGE BUILDING.

'Art must be considered in building such a bridge, and the construction of a traffic bridge on an extension of Lap-ham Street or across the widest portion of Maplewood Park would not be attractive. Owing to the undulating nature of that section of the park the grade would have to be raised several feet between the boundary road and the drive along the river bank, thus em-phasizing the importance of the traffic road. The park is made so that people may enjoy beautiful scenery and have a breathing place away from the noises of the city. This would be spoiled by building a traffic road, which would

mar in no small degree the object and eauty of the park.
"Riverside Street would be the logica" lace for another bridge because the approaches and grades could be so m ipulated as to allow the traffic road to ing, and because it is the narrowest point of the park and would therefore prove the least objectionable, as houses already intrude within 125 feet of the river bank."

Another argument used was the possi-pility, at some ut e date, of a long parl way, or boulevard, which would onnect all the parks, run to the lake shore, back around the east side of the dty and enter Genesee Valley Park.

PEMALE HELP IN DEMAND. cording to the talk last evening some the most urgent demands of the city mong business men are more female elp, cheaper houses and more artisans. The first of these classes was dealt with in relation to manufactories, and re-garding it Secretary Ives said that he had found by inquiry that there was an lmost unlimited number of young wor who were willing to become stenographers or count money at a cashier's desk, but that they were an almost unknown quan tity when a search was made for help in laundry, shirt factory or candy factory, here they could make more money every

It was also said that the city had me; that men who had trades should be sought and persuaded to come here.

There was considerable discussion on the topic of housing. It was admitted that Rochester has had an u rowth in building during the past year, but it was held that the number of houses but it was held that the number of houses that would be comfortable and rent for between \$3\$ and \$4\$ a week are needed. W. C. Barry of the public improvement committee said that there was an almost universal desire among people who rested a house for all modern improvements. This could not be secured in a cheap house and the consequent tendency was said to be to gather several families in one large house, which had these improvements. Mr. Barry also said that there was no immediate prospect for a decrease in the price of building materials and that they would rise if they changed at all.

FEBRUARY 16, 1906.

FEMALE HELP IS SCARCE IN CITY

WOMEN DO NOT WANT WORK IN FACTORIES.

OFFICE HELP ABUNDANT

Demand for Houses to Rent at Low Price Greater Than Supply Project for River Bridge-Chamber of Commerce Committees Meet

Many questions of interest and im hist general meeting of the standing com-midees of the Chamber of Commerce. which was held last night. Despite the fact that many of the members of the varitees were out of town, the attendance was considered satisfactory. Similar meetings will be held from time to time. President Robert A. Badger pre-

Among the important matters touched Among the important matters touched upon were the scarcity of female help, the scarcity of houses renting from \$3 to \$4 per week, the danger from high water per week, the danger from high water

at the free, and the proposition to construct a bridge across the river to connect Seneca and Maplewood parks.

A member asked if the Chamber of Commerce had taken any steps toward attracting female help to this city. Griff D. Palmer, chairman of the Housing Committee, and M. B. Shantz, of the same committee, nade a few records.

mittee, made a few remarks on the subject of the scarcity of such help in the city and Secretary John M. Ives was called upon to tell the experience of the chamber in endeavoring to remedy the dif-

Steady Demand for Women.

There is a steady and growing demand this city for women in various lines of cork," Mr. Ives said, "and the demand as not been met. There are enough wom-n to do the work, perhaps, but they do want to do what is required of the not want to do what is required of them. For example, when Chuett, Peabody & Company came to this city and it became known that they required the services of a large number of women, I had many applications. But nearly all of the applicants wanted to work in the offices, and did not want to learn to be laundresses. They would rather work in offices for an insignificant sum each work than to work insignificant sum each week than to work in the laundry for more pay and be in line for advancement. There is a demand to-day for female help in candy works, the Kodak works and other factories in this city. There is a superabundance of office help on the market."

Griff D. Palmer, chairman of the Hous-ing Committee, said that there were not enough small houses in the city to supply the demand. He was followed by M. B. Shantz and W. C. Barry. Mr. Barry said that he did not believe the price of build-ing material would fall in the immediate future, and that an outlay of \$1,800 for a house usually meant \$500 for the lease. house usually meant \$500 for the lot on which the house was to stand. Henry C. Brewster said he thought the price of building materials would fail.

"I den't see how there can be much of

a shrinkage in the price of lumber. served a member, "when the hemlock out-put of Penusylvania is practically con-troiled by six men. And every time they meet they boost the price \$1." "Make it a statutory offense for the six to meet," said another member,

Talk on Flood Danger.

Edwin A. Fisher and H. B. Graves, the Engineering Committee, spoke of the danger of flood in the Genesee. They said that the river had been encrosched upon so much, with a consequent narrowing of the channel, that the time would come when there would be a flood in Rochester that would make the overflow of 1865 hardly a circumstance They said the com-mittee was willing to do everything pos-sible to aid the city in averting such a

William T. Plumb, of the Membership Committee, said the membership of the Chamber of Commerce ought to be larger, ecause the corporation was doing a great work in the city.

"There are kickers who say that we are

ot doing much," said Mr. Plumb, I notice that they do not attend the meetings. It is the mer who come here to attend the meetings, who do the work that is to be done, who realize what the Cham-ber of Commerce is doing. We ought to consider that every man in Rochester who is not a member ought to be, and the after them. I am willing to do all that I

Trade Excursions Planned.

L. G. Wetmore, chairman of the Trade Excursions Committee, said his committee could be called together shortly, and that rrangements for excursions to this city

Max Weinburgh, of the Statistics and Publication Committe spoke of advertising Rochester throughout the country.

W. C. Barry, of the Public Improv ments Committee, said that it was the duty of every member to take an active inerest in the work of the Chamber of Con merce and strive to advance the interests of Rochester in every way possible.

Dr. John M. Lee, of the Sanitation Com mittee, complimented the present head of the Health Department of the city and added that personally he was willing to do all that he could to assist in advancing the sanitation of the city.

C. H. Mason, of the Water Supply Com mittee, made a few remarks, and Griff D. Palmer, as a member of the Boara of Su-pervisors, invited the members of the hamber of Commerce to visit the new

Lower River Bridge.

Alling S. DeForest, of the Public Im bridge to connect Seneca and Maplewo parks. He said that he had prepared a paper on the subject for publication, but had not intended to say anything on the subject at the meeting. Upon request he read the papers. He said it was evident from the printed list of petitioners that the business men of the city favor such a bridge ness men of the city favor such a bridge ness men of the city favor such a bridge. He advocated the creation of two compilessions, one to prepare a comprehensive plan for the development of the city, anticipating the future growth of the city; the other to supervise all works of art owned or acquired by the city, including municipal buildings, bridges and the like. He said the extension of Lapham street would be unsatisfactory because it would clross Maplewood park at its widest point and would approach to within a few feet of the new Administration building.

motive and object of the parks, there but one site that seems to invite careful consideration, Mr. Del'orest said, and the it Riverside street. Mr. DeForest con-"The park lands at this point are very

narrow and the park road is here used

point in Maplewood park a is it at this point that I apt to linger to enjoy the quite and re-freshing influence that is possible further north in the broader portions of the park. "At Riverside street the city houses infurther trude to within 125 feet of the river bank, therefore the extension of a traffic road would be least objectionable as marring the beauties of the scenery and enjoy-

ment of the park. The bridge would not continue the line of Riverside street, but would cross the river at about right angles, the eastern end connecting with St. Paul street above end connecting with St. Paul street about opposite Strong street. In considering the location, one of the most important points to notice is the relative elevation of the banks on either side of the river. For instance, the approximate elevation at the junction of Riverside street and Maplewood park drive is 230.5 feet, the elevation of St. Paul street where the line would intersect is approximately 220.5 feet, or ten feet lower than the beginning of the bridge on the west side. The elevation of the Seneca Park drive is about 203 feet. It can readily be seen that the grade of this bridge would be such as to permit an elliptical arch spanning the Seneca park drive, so there would be no interference whatever with the pleasure nterference whatever with the pleasur driving in Senera park, the bridge at this point being at least twenty-four feet above the park drive."

WHAT CITY NEEDS

Herald 2-17-05 Discussion by Chamber of Commerce Committees.

NEED OF FEMALE HELP FELT

Men Who Have Trades, Cheap Houses and Young Women To Work in Factories Said To Be Demanded by Business Interests of City - Plan for Lower River Bridge.

At an informal meeting of the standing mittees of the Chamber of Commerce last night in the assembly room plans for the activities of the various committees were mapped out and a paper relative to lower river bridge was read. Members the different committees talked of the hings they were to do during the year and occived suggestions from other members I the chamber

Among the most crying demands among tusiness men, according to the talk last right, are more female help, cheaper houses and more artisans. The first of lese classes was dealt with in relati these classes was dealt with in relation to manufactories, and regarding it Secre-tery Ives said that he had found by in-quiry that there was an almost unlimited number of young women who were willing become stenographers or c n almost unknown quantity when a carch was made for help in a laundry.

thirt factory or candy factory, where they could make more money every week.

It was also said that the city had enough askilled labor to last for some time; that ersuaded to come here. One of the memers even asked what could be done regarding the payment of the transportation of families from other cities to Rochester, which could supply the desirable nort of

topic of housing. It was admitted that kechester has had an unprecedented growth in building during the past year, but it was felt that the number of houses tween \$3 and \$4 a week are needed. W. Harry of the public improvement com-tice said that there was an almost unitersal desire among people who rented a house for all modern improvements. This could not be secured in a cheap house and he consequent tendency was said to be gather several families in one large couse, which had these improvements. Mr. arry also said that there was no im diate prospect for a decrease in the prica of building materials and that they would rise if they charged at all.

At the request of some of the members A. S. DeForest, a local landscape archi-tect, of the public improvement committee, ead a paper suggesting a bridge for the lower river. Mr. DeForest holds that the plan of County Engineer McClintock for a bridge at the Ridge Road is not a good ually well and be less damaging to the chery and quiet enjoyment of the parks as such. Mr. Delforest dealt at length with is subject, which, briefly stated, is as

'Art must be considered in building such bridge, and the construct bridge on an extension of Lapham Stree or across the widest portion of Maplewood Park would not be attractive. Owing to the undulating nature of that section of the park the grade would have to be raised several feet between the boundary road and the drive along the river bank, thus emphasizing the importance of the traffic road. The park is made so that people may enjoy beautiful scenery and have a breathing place away from the noises of the city. This would be spoiled by building a traffic road, which would mar in no small degree the object and beauty of

"Riverside Street would be the logical lated us to allow the traffic road to i

Post Exprese - Feb. 20/06-

REVOLUTIONARY SOLDIERS **BURIED IN MONROE COUNTY**

Comfort Smith; born 1766; died, December 22, 1833; soldler of the Revolution;

Rufus Hibbard, a Revolutionary soldier;

lu Mt, Hope are buried Colonel Nathanfel Rochester, 1752-1831, founder of Rochester; served in a Virginia regiment; grave marked; buried on southern slope

Captuin Enus Stone served in a Lenox. Serkshire County, Mass., regiment, and is puried on the northern slope of Revolu-

Deacon Oliver Gibbs, 1769-1826, Buried on southern slope of Revolutionary hill. On the Buffalo grounds (so-called) in

John Whitney, Joel Clark, Connecticut regiment. Buried division F. lot 89, 1767-

John Harrison died 1825. Ebenezer Hoyt, Lot 31, division 1, New Hampshire regi-

John Hoyt, Lot 31 division 1, New Hamp-

Aaron Byington, Connecticut regiment; died, 1838.

J. Babbitt. 1762-1849. Public grounds.

Othnell Mastick (Marked.) "Buffalo grounds." By his side lies Rochester's first lawyer, John Mastick, 1767-1824, who gave the seventh deed from the original Indian (1796) of Mt. Hope to Silas Andrus in 1822.

It would seem like the irony of fate that this man should with his soldier father lie

public ground. Perhaps some "Son"

who is a lawyer, will preserve this grave

pioneer history. Philip Allen, 1757-1845, Section G. Lot 117

Lyman Munger, 1757-1827, Connecticut

he Upper Fails, which greatly impressed

Captain Joseph Russell, 1763-1837. Section Lot 20. At the first anniversary of

American Independence held in this vil-

To the surviving officers and soldiers of the Revolution—A few who yet linger among their achievements as the land-marks and beacons of Freedom. General Warren—His fame shall last as long as Bunker Hill shall stand on its base.

asso, The heroes of '76-They were moved to neir rabellion by the inspiration of God. The milita-The tongs, poker, and irrelated of the control of the contro

How the youths of this first gathering

Samuel Campbell, 1760-1833. Burled in Sec-

tion G. Lot 14). Near Indian Trail. Tun-

nue,) removed to Mt. Hope.

Near Tunnel, off Indian Trail avenue Joseph Spencer, soldier, died 1830, Hart-ford, Conn., regiment, Tunnel off Indian

Eddle Coy, 1760-1830. Moved to the Corbin lot, Eim and 2d avenue.

John G. Conklin, New York regiment;
pensioner, 1840; born, 1757; died 1842; lies in

onary hill (Marked.)

Connecticut regiment,

MT. Hope, are buried:

shire regiment

On April 13, 1890, a letter appeared in the Washington "Post" written by Mrs. account of Hannah Arnett, and her patriotic acts during the darkest days of the Revolution. Referring to the fact that the Sons of the Revolution had exfounded to commemorate events in which women had so bravely borne their part. On July 21st a letter from William O. McDowell, of New Jersey, was published, in which he said that he was the great grandson of Hannah Arnett, and called on the women of America to form a society of their own, since they had been excluded from the society of the Sons of held in Louisville, Ky., April 30, 1890, Four Eugenia Washington, and Mrs. Louise W. (Knowlton) Brown, and their letters told Mr. McDowell of their gratifude that one of the "Sons" remembered "that this world was made for women, too," and of their delight that at last they were to wear the "blue rosette," and be recognized as co-workers; to "keep green" the memory

of the women, as well as the men of the August the 9th of that year the ladies met with Mrs. Walworth, and it was decided that the society in Washington. should be called the National society. The object was to perpetuate the memory and the spirit of the men and women who had ichleved American Independence by the equisition and protection of historical pots, and the crection of monuments; of distorical research in relation to the Revo elics, and the keeping of records and in-

The Rochester chapter, named from the bay of Irondequoit, was organized on the 15th of February, 1894, with sixteen char-ter members. Its founder and first reter members. Its founder and first re-gent was Mrs. William Seelye Little. The first chapter meeting was held at the hom of Mrs, Rufus Sibley, and the roll cal numbered 75 members and at the twelfth annual meeting recently held there were

The chapter has endeavored to carry out the purposes of the organization. On July 4, 1895, the graves of seven Revolutionary soldiers were decorated with flowers by the Chapter Committee, which was formed

July 4, 1905, in behalf of Irondequoi Chapter, flags were placed on the graves of forty-six soldiers of the Revolution at Mt. Hope; and flowers and flags on the graves of two of our "Real Daughters"

The records of Mt. Hope, old files of papers, and possion lists have been care-fully gone over by the historian of this Chapter in order to find the names and records of our Revolutionary soldiers. The work of research has unearthed treasures of historical value, which reflect a flood of light on the early history of this, our

beautiful "Valley of the Genesee," and tell us that the bones of scores of Revo-ultionary levies the close at hand. There are twenty-two soldlers buried in Pittsford and twenty-eight in two of the ourlal grounds in Webster.
One, Captain William McFarlain, lies in

Penfield and Perinton thirty soldiers the Revolution are buried; in Brigheighteen; Henrietta, seventeen; Rush lage, July 4, 1831, the following toasts were given by Revolutionary soldiers Russell. ty: Mendon and Honeove Falls, thir-

Fre are buried eight Revolutionary solof which number but three have rs, while the other five have nothing ace and honor." The list is as fol-

he first settled Baptist minister west

uei Stanhope; served in a Massachu-83 years; grave unmarked;

3 Years; grave unmarked; he Israel Merriman; grave unmarked; he Ived and died at Mumford, about 1843; George H. S. Smith; buried at Garbutt; and to have been born in Germany, America as a Hessian soldier; de

John Chamberlain, 1764-1843. He was a ord on Mt. Hope books, Cannot locate the soldler of the Revolution;

Rev. Ashbel Baldwin, 1757-1848. One of the first four persons ordained in America by Bishop Senbury, D. D., Ashbel Baldwin served as quartermaster in the Revolu-tionary army from Litchfield, Conn. He is buried in the lot of his adopted son, Charles B. Bristol. Section M. Lot 87, New grounds. November 1, 1903, a lot was campaign were removed to this beautiful and appropriate resting place on this date. Lieutenant Thomas Boyd, 1756-1779. Washingtonville, Northumberland county, Michael Parker, sergeant Captain Simp-

John Miller, sergeant: Nicholas Hungerford; Corporal George Calhoun; John Con-roy; James McElroy; John Miller; John Putnam, William Faugrey; William Har-yey; Benjamin Curtin and Ham Ferry, Indian guide. Pennsylvania and New York regiments, and three unknown. Beside He served his country in the Revolutionary struggle as a private soldler In Chill and Riga are the graves of thir-ty-two Revolutionary soldiers; in Sweden, fourteen; in Gates and Greece, sixteen; in

Parma, ion.

Brockport Chapter thas marked the graves of twenty-six soldlers, verified as Captain Jacob Hayden, 1762-1849. Killing-Brond, ten.

Brockport Chapter thas marked to graves of twenty-six soldiers, verified as to regiment and state service and sent the to regiment.

Captain Jacob Hayden, 1762-1849. Knowledge worth, Connecticut, regiment.

Captain Henry Darling, 1768-1849. Served to regiment and sent the to regiment and state service and sent the total service and sent the sent the service and sent the sent the service and sent the Marblehead, Mass. But still no monuments

See you mound rising from "Mother earth."

Gamaliel Roynolds, 1754-1836, Connecticut Throws round it a halo of glory, regiment, (Marie d.) Buried on northern stope of Revolutionary hill.

Josephine Gregg Chappell, Historian Iron

Daniel Moss, born 1749. Pensioner 1840.

(C) find fi.)

I find Moss, New doctory model 17 0-831.

Possioner, Undergory

The possioner, Undergory

Th

the Senate chamber.

An effort is being made by associations interested in having the present law changed to have as many persons as pos-sible write to the senators and assembly-men from their districts and be represented at the hearing. The present law requires that an annual tax shall be paid on all mortgages recorded, while those who are agitating for a change desire that only a recording tax of one-half of 1 per cent, be

A company that will have to leave its present factory in a few months has ap-pealed to the chamber, asking that it aid it in finding a suitable building for its ness. This firm desires a building that will provide 40,000 square feet of floor space and ample power. It will take a long lease of such a building from anyone who will build for its accommodation.

Lieutenant Jessie Peck, Connecticut regiment, 1744-1823. Burled in Section G. lot 69.

THE EVENING TIMES, WEDNESDAY,

GENERAL DEMAND FOR PUBLIC LIBRARY

Citizens in All Walks of Life Urge the Need of Better Library Facilities. Rochester Lamentably Behind Other Cities Throughout Country. FEBRUARY 21, 1906.

DR. CHARLES E. DEWEY, Chairman of the Library Committee of the Rey-nolds Library.—The Reynolds Library is as much a public library as one could well be, for everybody who comes is welcomed. In establishing a public library the first thing to think of would be its cost. The first expense of a building alone would be fully \$100,000, and enough land should be secured for a large addition to the nance would be sayout to section in year. Few people have any idea of the expense. If the city were to establish its own library, in a suitable building, and maintain it properly—a regiment, Tunnel.

James Smith, 1748-1819. Tunnel.

Thomas Rogers. Tunnel. (Unknown.)

Robert A. Hall. Tunnell. These two are
unknown as to date of service and regiment. All above have markers.

Matthew Brown, 1740-1830. Lot 25, Section
G. Indian Trail. One of the patriots
of the Revolutionary war. Western
Massachusetts regiment. Passing the
mouth of the Genesec river in 1812 Matthew
Brown was driven in by a storm, and
while waiting he walked up and viewed
the Upper Falls, which greatly impressed library equal in size, character and usefulness to that now existing on the Reynolds foundation, it would ex-pend in the original outlay and for annual support a sum to which the taxes now collected from this insti-tution would hear an insignifican proportion. It could not form a better library, or make one more free or more useful to the community, or conduct it on sounder principles. This city is probably the only one of im-portance in the country that does not devote large sums, measured in fact him with its prospective value for a "mill site." What is known as "Browns" race was constructed by him in 1812.

Timothy Seward, died, 1819, January 12th. A private in the army of the Revolution, as inscribed on New York pension list. Burled on Sand Hill, (Monroe avenue.) removed to Mt. Hone. by tens of thousands of dollars a year to the support of a library. Indeed, there are many small towns and even villages which regard such appropriations as a wise and neces-sary policy. In establishing a library we should look ahead, making allow-sines for a nucle larger population and for the opening of branches in uld be very expensive. Now, here is the Reynolds Library, with re conveniently located, for within a third of a mile of the Four Corners, and only a short distance from ear lines. This idea of requiring everything in the center of the tow s descended from the village notion hat everything should be on the nain street; but in many cities today the public library is far from the ce-

ii suggested, the canal should l

transformed into a fine boulevar

after the barge canal goes through

the location would be still more distrable. People who talk about ti

sider that if it should be in their se

acome of the Reynolds Library is a

best not large, but the whole of should be available for the mass

library had expended during the past nine years, or had now at its disposa the sum of \$52,000, which has gon into the city and county treasuries If the city cannot exempt the Arbuy book privileges, and, to look after be represented in its management. A library with upwards of 60,000 vol-umes is a valuable property. It has taken a long time to gather them and some of the reference books could European reviews. Any library should not be loaded with a lot of cheap fiction; many of the leading libraries, in fact, are cutting out all of their fiction, except the better and standard classes. But no matter if the city does build a new public library, the Reynolds Library is going on as a foundation, doing its good work. some way could be devised for the tax to be returned to its treasury we could add more buildings and increase the facilities of the library. We could do a great deal for the city if we could be relieved of that burden. About the time the Central Library Mayor Cutter in regard to this matter, but he had started in with ex-tensive plans that required immediate ctiention and were of paramount im portance, so be could do nothing then with the library project. It seems to me that something ought to be done to encourage the Reynolds Library into encourage the Reynolds Library in-stead of disabiling it. No person is competent to buy down an opinion who does not know the scope of the Reynolds Library, the University Li-brary and the Seminary Library. This is a question that should have inte-tigent discretion. There should be an investigation of the matter of legislation and help should be obtained to remove all obstacles. We have elaborate plans in view that will be carried out as fast as our limited means will permit. If we employ our rewill permit. If we employ our re-sources in a large and generous way we may well be justified in asking municipal aid for the extension of our work, exactly as if this foundation represented a library established and

How Rochester Compares With Other Cities In Providing Library Facilities.

The rate of taxation for library purposes per 1,900 of population in fifty cities of the United States having 50,000 and a public library:

por		Popula A	opropri-	Rate
1903	Chicago, III	tion.	ation.	per 1,000.
	Chicago, III	1,698,000	\$460,000	\$271 00
1901	Philadelphia, Pa	1,293,000	169,000	116 03
1901	St. Louis, Mo	575,000	78,000	135.00
1903	Boston, Mass	690,000	200,000	536 00
1803	Cleveland, Ohio	381,000	145,000	382 00
1902	Buffalo, N. Y.	352,000	79,000	225 00
1901	San Francisco, Cal	342,000	63,000	157.00
1901	Cincinnati. Ohio	325,000	159,000	181 00
1903	Cincinnati, Ohio Pittsburg, Pa	321.000	150.000	468 00
1901	Detroit, Mich.	285,000	51,000	179 00
1902	Milwaukee, Wis.		53,000	185 00
1902	Newark, N. J.		43,000	175 00
1902	Jersey City, N. J.	206,000	28,000	139 00
1902	Minneapolis, Minn,	202 000	61,000	313 00
1902	Providence, R. Iw.	175 000	20,000	116 00
1901	Indianapolis, Ind.	3.00,000		
1901	The state of the s	169,000	47,000	277 00
Tien	St. Paul. Minn.	163,000	15,000	93.00
1901	Rochester, N. Y. Denver, Colo.			450.00
		133,000	27,000	203.00
1901	Toledo, Ohlo	131,000	17,000	129 00
1901	Allegheny, Pa.	129,000	20,000	153.00
1901	Columbus, Ohio	125,000	6,500	52.00
1903	Worcester, Mass.	118,000	54.600	\$58 005
1903	Syracuse, N. Y	108,000	30,700	166 004
1902	New Haven, Conn.	108,000	JS,000	166 00
1901	Paterson, N. J.	105,000	15. State	151:00
1901	Fail River, Moss.	104.000	13,300	128 03
1901	St. Joseph. Mo.	102,000	7,300	60.00
1901	Omaha, Neb.	102,000	171,700	154 00
1901	Los Angeles, Cal.	102,000	27,300	267 00
1902	Scranton, Pa.	102,000	15.000	149 00
1901	Lowell, Mass.	94.000	16,000	170 00
1901	Cambridge, Mass.	91.000		
190	Atlanta, Ga	89.000	21,200	233 00
1903	Dayton, Ohio		5,000	57 00
1901	Seettle Week	85.000	20,200	239 00
1901	Seattle, Wash.	80,000	14,000	170 03
1903	Hartford, Conn.	79,000	10,500	182 00
1902	Bridgeport, Conn.	70,000	15,000	220-00
	Lynn, Mass.	68,000	38.000	254 00
1901	Oakland, Cal.	66,000	17,000	257 00
1902	Lawrence, Mass,	62,000	11,400	184 00
1901	New Bedford, Mass.	62,000	11,700	188 07
1901	Des Moines, Iowa	62,600	12.200	198 03
1901	Springfield, Mass.	62,000	20.00	453 (6)
1901	Somerville, Mass	61,000	R.000	147 03
1901	Hohoken N J	59.000	9.400	169.00
1901	Manchester, N. H. Utica, N. Y	56,000	5.000	59.00
1901	Utien, N. Y	56:000	8,800	157.00
1963	Peoria, III	56,000	14,700	262 00
1901	Duluth, Minn.	62,000	10:400	
1903	Erie, Pa.	62,001	13 100	250 00
15:11	Portland, Me			253 00
		50,000	5.600	132 00
acco	Note-Many of these libraries have also permanent units for a smaller relative rate of taxation.	endowmen	t funde	which

Trie Taxon Morigages, On Thursday next the legislative con

mittee on taxation and retrenchment will are opposed to the annual tax on mortlarge from all parts of the state,

This tax, according to the law, must e paid by those who lend the money. They do pay it, but they take it out of the borrower by raising the rate of interest. It is not, therefore, a tax on wealth, as perhaps it was intended to be but is in fact a tax on thrift-upon the man who is struggling to pay for his dened. Let us imagine the case of denial has saved up \$3,000. He buys a lot and erects a house and the whole property is assessed at \$5,000, representng his \$3,000 and a mortgage for \$2,000. How much is that man worth? Obvious, ly only his equity in the property; not he is required to pay state, county, and mortgage tax he is required to pay the tax on his mortgage in addition. This is double taxation, and it is utterly insubmit to this sort of imposition in time may be in peril, but they will not submit to it in times of peace, and particularly not when an army of state employees are drawing exorbitant salaries and extravagance prevails in all branches of the government. Post Expres

The Rochester Chamber of Commerce

ROBERT J BADGER PRESIDENT MICHAEL DOYLE, 1ST VICE PRESIDENT
CHARLES F. GARFIELD, 2ND VICE PRESIDENT GEORGE KAELBER, 280 VICE PRESIDENT BENJ. E. CHASE, TREASURED

Rochester, N. Y., Feby. 24, 1906.

Walter I. Scott,

Enclosed please find an application card for membership in the Chamber of Commerce which its officers ask you to have filled out and return to the Secretary in the accompanying envelope.

A list of the members of the Chamber is also enclosed that you may not ask anybody to join who is already enrolled.

The list of members is not as large as it ought to be nor as large as it will be if every member lends a hand just now.

It is the intention of the officers to inaugurate a systematic plan of advertising the many advantages of Bochester as a place of residence as well as a city to do business in, using the money obtained from new members as dues to do this work.

Many other cities with fewer advantages than Rochester are spending large sums of money in advertising, and as a result are securing industries and inhabitants many of which we might have.

More manufactories and added population help to make a city great and the larger the city the greater its advance in wealth and influence

Rochester is growing rapidly, but she can in the next decade double Isr present population if every resident will work for that end.

Don't put this application one side with the remark. " I haven't time; * or, * It isn't my business; " but, give a few minutes and make it your business to help boost Rochester, and by so doing help yourself.

Yours respectfully

John M Svil

P. S .-- If there is an error in your name or place of business in the enclosed printed list, telephone the Chamber at once. (Both phones, 379.)

TRUSTEES ACT ON BANKRUPTCY ACT

CHAMBER OF COMMERCE OP. POSED TO REPEAL.

DISCRIMINATION IN RATES

Dons Not Exist, Say Officials of Telegraph and Telephone Companies-Chase GetsNowRate from Batavia-Election of New Members

Two cases of discrimination against Rochester which have come before the Chamber of Commerce were made probe after the regular meeting of the trustees yearerday arternoon. One of the cases has been settled undependently of the cor-poration and the other will probably be syllided in the near future. The milial steps in both cases were, however, taken by the Chamber of Commerce, Resolu-tions against a repeal but in favor of an amendment of the bankruptcy act, were adopted and much other business was transacted. The attentiance was good and eleven new members and two associate members were elected.

At the hist regular meeting a complaint was laid before the trustees to the effect that the Bell telephone rate between Rochester and Batavia was thirty cents for a three-minute conversation during the day and 25 cents for a conversation of the and 25 cents for a conversation of the same length at night, while the night-and-day rate between Batavia and Buffalo was 25 cents. It was pointed out that this was a discrimination against Rochester for the reason that the distance from this city to Batavia is 23 miles, while from Batavia to Buffalo it is 36 miles.

Secretary lives, of the Chamber of Commerce, communicated with Thomas T., Ramsdell, a vice president of the Bell.

Ramsdell, a vice president of the Bell Telephone Company, of Builalo, and Mr. Ramsdell replied that the matter would be given due consideration. Benjamin E. Chase, of this city, who is a member of the Chamber of Commerce, as well as an of-ficer of the Bell Telephone Company of Buffalo, voluntarily took the mattre up with the officials in Buffalo. He amounced at yesterday's meeting of the Chamber of Commerce that from now on the Roch-ester-Batavia rate for a three-minute con-versation would be the same as the Ba-tavia-Buffalo rate, 25 cents, whether day

Fator Amendatory Bill.

The following resolutions relative to the and abnowing resolutions relative to the bankruptey act were adopted:

Whereas, Certain interests are seeking to repeal the existing bankruptey act, and have coused a bill to be introduced in Congress for that purpose, and
Whereas, it is boileved that the repeal of said bankruptey act would be a commercial misformac; therefore, be it.

Resolved, That the Rochester Chamber of Commerce vicerously protests against any and all attempts to repeal the present act, believing that it is a necessary safeguard of all commercial transactions, in which credit is involved; and he it further.

Resolved, That said bankruptey law, together with such needed amendments as may from time to time be round practicable, should form a permanent part of our national jurisprudence; and he it further.

Resolved, That we fayor the amendatory bill recently introduced by Congressman Paimer, of Pennsylvania, and call upon our members and business men generally to exert their influence in favor of this bill; and he bankruptcy act were adopted:

It is understood that similar resolutions will be adopted by the Credit Men's Association at a meeting to be held to-night.

President Badger was empowered to appoint delegates to attend the meeting of the National Consular Reform Association, to be held at the New Willard Hotel, Washington, D. C., on March 13th. The clamber is entitled to four delegates. Notice was given that there would be a joint hearing by the Committees on Taxnition and Retrenchment of both the Senate and Assembly in the Senate chamber at Albany this afternoon, on the proposed amendment of the mortgage tax law. Notice was also given that at the meeting It is understood that similar resolutions

menument of the morigage (ax law. Notice was also given that at the meeting to be held by the Chamber of Commerce Monday evening next, Senators Argustrong and Lewis would speak in support of the taxation of mortgages. It was voted to send out copies of the smoke ordinance, which will go into effect June lat next. Lists of the officers, board of taxtees and countries will also be disrustees and committees will also be dis

Special Rate for Buffalo.

Several weeks ago a commercial trav-cler who lives in this city complained to the Chamber of Commerce that the 10word telegraph rate from Towanda, Pa., to this city was 40 cents, white to Buffalo it was only 25 cents. Secretary Ives took the matter up with Secretary A. R. Brewer, of the Western Union Company,

In reply, I have to say that there is no discrimination against your city. The rates for messages from Towanda, Pa., to Rochescompany to abolish suc

The following members were elected by

e trustees yesterday National Bank Swanton, vice-president street: Robert Calder, tix iron, No. 86 Exchange Green Electric Company, tracting, Nos. 57-59 St. 1'no

ufacturer and president of the Centur Men's Wear Company, No. 309 Cox building; Telegraph Signal Company, J. H. Halleran, general manager, telegraph Signals and supplies, Nos. 409-410 Wilder building; De-Zrta Food Company, O. E. Gliddon, prasident manufacturers building; D-eZria Food Company, O. E. Gliddon, president, manufacturers of food products. Nos. 410-420 North Goodman street; F. L. Fishbaugh, real estate, No. 407 Powers building; Allen Brothers, real estate, No. 708 Powers building; William J. & George E. Montgomery, general contractors, No. 605 Eliwanger & Barry building.

The following associate members were elected: T. W. Marting, president and general manager of the Reed Manufactur-Company, Newark: Avon. Lemoerat & Chronicle

Rochester Chamber of Commerce

The regular monthly meeting of the Corporation will take place in Assembly Hall,

Monday, March 5, 1906, at 8 p. m.

at which time

HON. MERTON E. LEWIS and HON. WM. H. JRMSTRONG

will deliver addresses on

The Mortgage Tax Late.

This is a matter of much interest and it is hoped there will be a large attendance.

Come and bring a friend. JOHN M. IVES.

Enclosed please find the Smoke Ordinance passed by the Common Council July 11, 1905 and to take effect June 1,

Also a folder showing the Officers; Executive Committee, Board of Trustees and Standing Committees of the Chamber,

Ruchester, N. Y., March 2, 1900.

DEFEND POSITION Herald, march b_

Senators Armstrong and Lewis on Mortgage Tax Law.

INTEREST RATE NO HIGHER

Before Monthly Meeting of Chamber of Commerce, Senstors Define Their Reasons for Supporting Mortgage Tax Law in Answer to Resolution Asking for Its Repeal.

Before the biggest monthly meeting of the Chamber of Commerce held in some time, Senators Lewis and Armstrong last night defined the position they had taken In regard to the mortgage tax law and defended it. At the last meeting of the ing for the repeal of this law were adopted and as stated in the addresses last night, both Senators replied to it from notives inspired by a belief that the action so taken was not taken with a full understanding of the law's provisions as

they would relate to economic principles. Senator Lewis, who spoke first, said that he hoped in the stand that he had taken, all present would at least accord him sincerity of purpose and that he and Senator Armstrong would try to convin them that they were justified in taking the stand which they had seen fit to adopt. He told of exemptions which had been made to certain classes of corpora-tions and individuals by acts of the Leg-

Senator Lewis spoke of the attempts that were made to obtain the repeal of the measure and said that his mail last week contained something like 300 letters each day demanding its repeal. He said the repeal of the measure

not from the borrower. He read a cirrular which he said was being sent broadcast by a corporation which he said was incorporated for the sole purpose of defeating the passage of the bill and ex

A perfect storm of questions from finan-dal men who were present met Senator Lewis on the conclusion of his special and it was with difficulty that Senator Arm-strong obtained a hearing. He promised to answer many of the questions in the course of his speech which he said must nocessarily be short as both speakers were compelled to go to Albany last night. Sen-ator Armstrong said in the course of his

pays for its existence. It must be raised and if the mortgage tax law is repealed this money must come from something olse. If the borrower of money on real estate will have to pay the tax on his mortgage anyhow, as is asserted, why not let him pay in an indirect way. He will ertainly have to pay the tax if only real state is taxed. It has been stated that produces double taxation, but does it? It is argued that the borrower on the mortgage must pay a higher rate of in-terest, but this is not necessarily so, though at present it may be true. Inter-

oney market than to the operation of the ortgage tax law? Taxation of mortgages filed by savings banks and trust compenies as well as individuals tends to oper field to competition, and idual will come in, instead of depositing the taxes if mortgages are not taxed; no

and not consenting to the repeal of this law until I am sure that it is the cause of our trouble. The way to benefit the borrower is to open the gates that lead general investment. The competition by a fair test that it is not practicable,

will you for its repeal."

Detending the Mortange Tax.

It is popularly supposed that ren go to the first of t

only means by which anything like the

present rate of interest can be main-

tained. The class of securities in which

savings banks of this state-in no other

state are the laws so restrictive-are al-

produce about 3 1-3 per cent.

The only reason banks are able

o pay the present rate of 3 1-2 and

per cent, to depositors is because of

the large surpius, which costs nothing.

Take that away and no bank could with

safety pay more than 2 1-2 or 3 per cent.

At the Chamber of Commerce meeting

Monday evening Senator Armstrong in-

timated that the deposits of savings

banks were largely made up of the

money of capitalists or well to do persons, placed there for the purpose of

escaping taxation. We have obtained

from the Monroe County Savings Bank

the following statement of its deposi-

Number of open acounts..... 36,422 Accounts of \$800 and less 31,000

Of this last over thirty are court or

trust funds, legally held. After an ac-

count exceeds \$3,000 the excess draws no

interest. From this it will be seen that the great bulk of deposits in this bank

are of accounts under \$800, and we pre-

sume the proportions in other banks are

Our legislators must be made to un-

derstand that the savings of the poor are

not fit objects of political plunder. The

people will not tolerate it complacently.

The Savings Bank and State Taxation.

Senators Lewis and Armstrong, speak-

ing before the Chamber of Commerce

last Monday evening in defense of the

mortgage tax law, for the repeal of

which there is a bill now pending, made

some statements regarding savings

banks which show that their knowledge

of finance is not commensurate with

The people are indebted to Senator

Lewis for former legislation whereby

certain classes of property, which had

ong and unjustly been exempted, were

estored to the tax rolls, and his efforts

that direction were strongly supported

The Senator prefaced his remarks by

reading ninetzen sections of the present

tax law which exempts a like number

f classes of property from taxation.

Doubtless a number of these sections

ought, in justice to other taxpayers, to

repealed. But the attitude of both

he Senators toward the savings banks

The state has fostered and encouraged

institutions for the care of the savings

of the mechanic and wage-earner upon

much the same principal that it takes

from the pocket of the childless man

noney to educate other men's children,

recognizing that the welfare and safety

educated in order to make them good

and safe citizens; and that those citi-

zens must be taught and encouraged to

lay aside some of their earnings to pro-

eide for sickness and old age, otherwise

hey must eventually find their way to

e almshouses, hospitals or prisons and

thus become burdens upon the state.

These savings institutions are man-

aged by trustees-citizens of known rep-

utation and integrity-subject to the

their investments and general manage-

ment. These trusters serve without pay

and are forbidden to share in any man-

ner in the profits. It was, therefore, un

just to impute to them selfish motives

in seeking the repeal of a law which

must of necessity result either in a re-

duction of interest paid to depositors or

Both Senators laid stress upon the fact

an increased charge to the borrowers.

that it was the lender and not the bor-

rower who was so strenuously demand-

ing the repeal of the mortgage tax law.

But borrowers are mostly of the class

who have not the opportunity of organi-

cation or the ready funds necessary to

place their demands properly before

egislative committees. But when the

must pay the tax-as assuredly all who

borrow at less than the legal rate will

be obliged to pay, if the mortgage tax

law is not repealed; and when the de-

positors find that the rate of interest is

educed-as it will be, unless the fran-

chise tax law is repealed or modified, as

prowers come to understand that they

sest restrictions and inspection by

Banking Department, both as to

of the state required that its youth be

was an unjust and mistaken one.

their knowledge of law.

..... 5,422

at the outside.

Accounts over \$800 ..

much the same.

Accounts of \$3,000 and over ..

the situation is exactly reversed-that they are in the legislature to do as they please, regardless of the wishes of their ents; and instead of accepting instructions from the people, they are ready to do the instructing themselves

In the speeches which they delivere on Monday night before the Chamber of Commerce they made it very clear that they think the tax on mortgages is needed, that it is not a hardship, and that no reasonable complaint can be made against it; and they decclare that they will not vote to repeal it.

All the savings bank officers, all the savings bank trustees, all the bank presidents, all those connected with the mantgement of trust companies, all who are identified with the real estate interests, and practically all the business men of the city, if we may judge from the resolutions of the Chamber of Commerce are opposed to the tax on mortgages. Here are a few of the hundreds who have gone upon record-

A. B. Lamberton,
John F. Alden,
Gilman N. Perkins,
Gilman N. Perkins,
J. Craig Powers,
Holmes B. Stevens,
E. Frank Brewster,
Charles F. Garfield,
Charles M. Thoms,
George P. Roth,
Robert A. Badger,
Hobart F. Atkinson,
J. C. H. Babcock,
J. George C. Buell,
P. V. Crittenden,
H. G. Danforth,
Lewis P. Ross,
Frederick Gleason,
Thomas J. Devine,
George Eastman,
Dr. W. S. Ely,
T. W. Finucane,
David Hoyt,
Biran W. Sibles Engene K. Satterlee George Wilder, J. H. Gregory.

To these and all the others-the city ous in opposition Senators Lewis and Armstrong virtually say: "You are all wrong, and if you will sit reverently at our feet we will give you a little instruction." But we have examined their speeches in defense of this iniquitous and unjust tax and we can find nothing therein to warrant in posing before this community Post Express

Savings Banks Are Philanthropic Institutions.

Luca + ady 3/8/06 That any intelligent legislator should seriously introduce a bill requiring savings banks to at once distribute all of their surplus, except 5 per cent, of same, among its present depositors, seems almost incredible. But such a bill has been introduced and while it is hardly to be supposed the Legislature will be foolish enough to pass such a bill, it shows that a campaign of education is necessary for the benefit of some legislators and perhaps some of the public.

For more than seventy-five years the state of New York recognized the philantropic nature of its savings banks and placed them on a footing with its other eleemosynary institutions. Not until 1901-when Gov, Odell and the politicians at Albany conceived the idea of raising large sums through indirect taxation. which they imagined the taxpayers could not so easily detect-were the deposits of savings banks subjected to any form

of taxation. The only restrictions theretofore placed ipon them were solely in the nature of safeguards to investments and general management, In 1901 the so called franchise tax" was placed upon the urplus of savings banks, although they have no franchise, except to do good and to assist those to invest their little sayings who are ignorant of financial matters or unable to safely make such in-

A franchise tax is supposed to be tribute paid the state for a valuable privilege from which the holder is expected to derive a profit. The only privilege enjoyed by the trustees of a savings bank-who are not allowed to benefit by its profits or even borrow from its funds-is that of serving their fellow men without monetary compensation. The cautious and restrictive laws of this state, which limit the investment of savings bank funds to such sure and gilt edge securities as produce but small returns makes the earnings necessarily small. Formerly it was the policy of the state to assist in conserving those earnings instead of seeking to confiscate a

portion of them. Public sentiment is very properly denanding that holders of franchises, which give the use of public property to private corporations conducted for private gain, shall share a portion of their profits with the public which grants thern. But distinction should be made between such franchises and those which are used solely for the public good. should be available for the mass of bouron the people, who are its true and sate

Central Library of Rochester and Monroe County

Detending the Mortgodge Tax. | [among the present depositors in almost elections take place next fall.

THE ROCHESTER HERALD, TUESDAY, MARCH 13, 1906.

SUSAN B. ANTHONY DEAD

Distinguished Woman Breathed Her Last at 12.40 A. M.

Passed Away Without Once Regaining Consciousness.

Had Been in a Comatose Condition Since Fatal Turn in Illness on Sunday.

Susan Brownell Anthony, who had devoted her life to the cause of women and who had gained a worldwide reputation as an advocate of equal suffrage and woman's rights, died this morning at her residence, 17 Madison Street, aged \$6 years. Miss Anthony breathed her last at twenty minutes before I o'clock At the bedside were her sister, Miss Mary Anthony; her niece, Miss Lucy Anthony of Philadelphia; Rev. Dr. Anna H, Shaw, her friend of many year standing her physician, Dr. Marcena S Ricker, and two nurses, Miss Anthony's and came very quietly. Since her seizure Sunday afternoon she had been in a ose condition and had not recog nized any of those about her. Beyond : gradual weakening, there was no change in the distinguished patient's condition entil death came. The only pain Miss bony suffered came with the fatal tack of heart disease.

Miss Anthony's Last Hours.

The change for the worse in Miss Anny's condition came at 2 o'clock Sunday afternoon. Only one fear had been entertained for some days by Dr. Marena S. Ricker, and that was the develent of heart trouble. The fear was ealized Sunday, when Miss Anthony mplained of severe pain in the region of the heart, and under this attack she ank rapidly. Within a few minutes she was rambling in a wild delirium, which on gave place to a comatose condition. The change greatly alarmed Dr. Shaw and Miss Mary Anthony, who were at the patient's bedside, Miss Mary had not before that time entertained any fear of her sister's early death and had accepted her illness with cheerful belief in her ultimate recovery. But she at once ecognized the possibility of approaching deata after this seizure.

Dr. Ricker summoned Dr. Charles umner to a consultation at the bedside of the patient and as a result of their intual deliberations telegrams were sen various relatives throughout the counry, announcing little, if any, hope was tertained for Miss Anthony's recovery. These messages were addressed to Daniel Anthony, a nephew, former Mayor Leavenworth, Kan.; Mrs. George L. taker of Chicago; Miss Lucy E. Anony and Mrs. Alvan T. James of Phil-

Eallied Slightly in Morning.

During the early hours of yesterday norning the patient's great vitality asserted itself against approaching dissolution; the heart beats became stronger and the respiration deeper. For a few hours the watchers picked up courage and began to hope that Miss Anthony's recuperative powers would again triumph over grim death. But at 9 o'clock these hopes were extinguished and the patient rapidly sank, Dr. Ricker resorted to emergency restoratives, but these had ost their efficacy; for a time they served o delay the sinking spell, but nothing nors. At noon Miss Anthony's breathing was scarcely perceptible, and her pulse no stronger. Through the after on her condition remained unchanged t the bedside were her sister, Miss Mary nthony; her nieces, Miss Lucy Anthony or Philadelphia and Mrs. Baker of Chi-



SUSAN BROWNELL ANTHONY.

-Copyright Photograph by Dudley Hoyt,

Hurried Return to City. Rev. Dr. Anna H. Shaw, Ida Husted Harper, and Dr. Ricker. These main-From Baltimore Miss Anthony went to Washington, and intended to visit Philtained a constant vigil all through the adelphia and New York City, in which day, Early in the morning Miss Mary attempted to secure a little rest, just at latter city she was to have been the that time when the patient seemed a litguest of honor at a banquet at the Astor House. But on February 18 she suffered tle stronger; but she was aroused when a severe attack of neuralgia, which comthe second sloking spell came at 9 o'clock pelled her to change her plans. She Once or twice Dr. Shaw attempted to atnediately returned to this city. track the attention of her dying friend

cago; her brother. Daniel M. Anthony;

time. The night was very cold and

stormy, and Miss Anthony contracted a

Two days later she and her sister

Mary started for Baltimore to attend the

annual convention of the Woman's Na-

tional Suffrage Association. Although

always possessed of a rugged constitu-

tion, the journey was a little too much

for her and upon arrival at Baltimore

she was compelled to go to bed. It was

then thought that her indisposition was

due more to the fatigue of the journey

than to anything of more serious mo-

ment. She soon recovered sufficiently

to take a lively interest in the conven

tion and to attend various functions ar-

ranged in her honor

but the only reward for the effort, if I After suffering intense pain in her and anything whatever to do with it, head and face for more than a week Miss was a barely addible and wholly inartic-Anthony and her physician conquered ulate sigh. D. R. Anthony, a nephew, the attack, only to have it followed aleditor of the Leavenworth Times, telemost immediately by pneumonla. This developed on March 4 into double pneugraphed at noon that he and his mother, monia and the distinguished patient re Mrs. D. R. Anthony, sr., were starting signed herself to what appeared to her mmediately for this city. the inevitable. The others of the family, Caught Cold at Birthday Party. however, did not give up hope and were rewarded on Thursday by Miss An-Miss Anthony's fatal illness is believed to have had its inception at the celebrathony's greatly improved condition. The tion of her eighty-sixth birthday in this lungs cleared, the pulse strengthened and the temperature of the patient sank to formal. Aside from the lurking fear of heart trouble there seemed no occasion Washington then it was decided to ha for immediate anxiety and Miss Anthony the celebration a few days ahead herself took courage and decided that

> apparently improved condition grew hourly stronger, until the faint seigura

> Sketch of Her Career. Susan Brownell Anthony was born at outh Adams, Mass., on February 15, 20. Her father, Daniel Anthony was a Quaker, an abolitionist and a belte lity of the sexes. by were leaders in the best life of the little village in the Berkshire Hills. They named the baby Susan after Mrs. Brownell was adopted by Miss Anthony

> she must live to again take up her work.

The hope engendered by Miss Anthony's

Susan's father had a family of four girls and two boys, and he taught them early the value of thrift and industry. Susan helped with the household work, and remembered in later years that she took pride in cooking. She was sent to the Friends' Boarding School in Phila-delphia. Her teachers soon realized that she possessed an unusual mind and some of her ideas on education were far ahead of her time.

Incidents of Her Early Life.

Upon her graduation she became a school teacher she wished to do son hing in the world and in those days caching was about the only profession tpen to a woman. She found no diffiofty in getting employment, but the pay was much smaller than men got for smallar work and then came her first rgument in favor of woman's rights, "If I teach as well as a man why ould I not receive the salary of a un" she asked a district school com-The question cost her he job, but she got another one and con timed to think about woman's rights. Miss Anthony was by nature retiring but she was a strict disciplinarian an was in 1839 when she was in charge of school in Pennsylvania. The schoolbovs had heard that a Quakeress who was only 13 years old was coming to teach hom and they prepared to give her As a class they had and reputation, and Miss Anthony knew When she appeared some of her publis fell in through the windows, others turned handsprings over the desire. The young teacher waited until the room became moderately quiet. The she called the most bolsterous boy to postform and is a most subdued non-nor told him to remove his cost. Then with a birch rod she gave an example of cipline that brought about immedia

In 1845 Susan's father joined the warn ward movement and bought a farm just west of Rochester. The family came here by canal bout, landing at Physics Mr. Anthony had \$10 in cash

Temperance, Equality and Abolition.

uffrage and the abolition of slaverywere much discussed throughout the country and they interested Miss An-thony. She became familiar with the sermons of Lyman Beecher, father of Henry Ward Beecher, who was at the head of the temperance movement; fited to memory many of the thes of Wendell Phillips and other anti-slavery orators, and her own ex-periences in fighting for men's wages while teaching school prompted her to devote part of her chergies to the cause of woman suffrage. Her ready tongue, dok mind and executive ability won for her a leading place among the female re-formers before the war.

The Anthony home became the center of attraction for the advanced thinkers of those days, Among the distinguished visitors to the Anthony farm were Garrison, Phillips, Channing, Pillsbury and Frederick Douglass, On Sundays there were gatherings at the home of those in favor of the abolition of slavery and who were aiding the runaway slaves to reach Canada by the underground railway The home of Isaac and Amy Post

Not Allowed to Speak.

In 1850 the Sons of Temperance had a convention at Albany and they invited the daughters to send delegates. Miss Anthony was sent to represent the so-ciety of the daughters in Rochester, She had an idea she would be permitted to speak, and when she arose in the con-vention and addressed the grand worthy

master he shouted at her:
"The sister will permit me to say that
we invited them here to look and learn, but not to speak.

In those days the appearance of a woman as a speaker before an audience of men and women was the signal for something bordering close to a riot.

something bordering close to a riot.

After being rebuked by the grand worthy master, Miss Anthony left the convention hall and had a call issued for a meeting that evening of the Woman's Temperance Society, The call was published in Thurlow Weed's paper, the Evening Journal. The women held a meeting and issued a call for a state convention. Horace Greeley, Henry Ward Beecher and other prominent men signed the call. The women's convention was in session for two days. Mrs. Elizabeth Cady Stanton was elected president. beth Cady Stanton was elected presi dent and Miss Anthony secretary, Mrs. Stanton was then the best known woman reformer in the country. In the next few years these two women secured for wom-en the right to speak, vote and serve on committees at educational conventions. They remained triends and co-workers and the Steakers of the conventions.

until Mrs. Stanton's death.
In 1852, in the Women's Temperance
Society convention, Mrs. Stanton laid
down the proposition that women married to men who drank were entitled to divorce. This raised what Miss Anthony has described as an "awful hubbub." Members of the society would not take such advanced ground, and they flung Rible texts at Mrs. Stanton, She was not they declared a good enough Christian to be their president. Miss Anthony reshe was no better Christian than Mrs.

Miss Anthony's First Speech.

Miss Anthony made her first speech before a mixed audience in a reachers convention in Rochester in 1853. Many women were in the convention but the LL. D., a professor at West Point Mili-tary Academy and the author of Davies' text books on mathematics, was in the chair. At the close of the second day's session the question under discussion was, "Why the profession of teacher is not as much respected as that of doctor, awver or minister?" The discussion was drifting along but no one was answering the question. Miss Anthony rose in fear and trembling and said:

"Mr. President" was startled, but he "What will the lady have, Miss Anthony said she wished to speak

to the question, and she was allowed to do so. This is what she said:
"It seems to me you fall to compre-hend the cause of the disrespect of which you complain. Do you not see that so long as society says woman has not brains enough to be a dector, a lawyer minister, but has plenty to be israel and the sun that he has no more

Miss Anthony was so excited at the novelty of speaking in public before a mixed audience that she sat down before expressing the conclusion that was in her mind, namely that the only way to place teaching upon a level with the other professions was to admit women

teaching. men want to Miss Anthony, shook hands with her sud thanked her for her little speech. There were 1,000 women in the convention and all but a dozen or so professed to be shocked as

Beginning of Suffrage Movement.

Miss Anthony hourd a great deal ught to the problem then. She knew that men got but did not discover that

Jeles ...

or the first time thoroughly understoo Miss Anthony was appointed state agent of the New York Woman's Tem-perance Society. She attempted to ad-dress a convention in Syracuse but was convention in New York in 1853 women were received as delegates. A moveent to elect Miss Anthony a m ss committee was killed. At the Whole World Temerance Conven tion in New York there was an over the woman question, Miss Brown, a delegate, and a minister being the storm center. There was such an outbreak of prejudica against women that Miss An-thony was aroused, and she made a yow that she would work for the recognition of women if it took a lifetime to bring success. At a woman's rights conver tion in the Broadway Tabernacle in New ting and the police were called but

Presented Petition to Legislature.

In 1854 a suffrage convention was held tion the legislature in favor of "the jus and equal rights of women in regard to wages and children," and in favor of suffrage for women. Miss Anthony carried the petition from house to house soliciting signatures. About 6,000 names were secured. Miss Anthony presented the petition to the legislature and made an address. The petition went to a committee which reported against suf-frage but in favor of an amendment of the law regarding a wife's earnings The legislature took no action on the re

About this time Miss Anthony adop ofort and convenience, This brough upon her a storm of abuse and ridicule. She ignored this bravely for a time, but finally abandoned the "bloomer" dress and returned to the conventional garb for women.

Anti-Slavery Agitation.

Miss Anthony first became conspicuous is an anti-slavery agitator in 1856, when he became one of the regular agents of the Anti-Slavery Society. She spoke in schools, barns, halls and churches, and if no hall could be secured, she addressed igs from lumber wagons or carts in the open air. She spoke in the Colum-bia River region when she had to ride in a stage coach to get there. She too part in debates with pro-slavery editors and agitators and addressed legislative

bodies and committees and convention At the same time she continued by work in favor of woman suffrage. On this countles. The question of the bullot for women at that time did not command so much of her attention as legislation which handicapped women in their civil rights. It was due largely to her labors that the New York Legislature in 1860 passed the act giving to a married woman the right to her earnings and the guardianship of her children.

Strenuous Experiences.

When the Civil War came Miss Anthony saw in it a great struggle for hu-man rights. With Mrs. Stanton she ar-ranged a series of meetings in this state. in Buffalo they were mobbed. In this city Richard L. Swift led the mob. The men kept their hats on and smoked pipes and cigars. When Miss Anthony or Mrs. Stanton tried to speak the men hooted and yelled. The chief of police, the Sheriff and the acting Mayor were present, but they refused to do anything except that the chief of police finally got on the stage and announced that the meeting was adjourned. At Port Byre pepper was thrown on the stove. In Utica the meeting had to be he'd in a private house. In Albany the women found a man with nerve in the office of the chief of police. The chief went to the meeting and sat in a chuir with a revolver on his knee. The disturbers

were arrested.

In the last years of the war Miss Anthony was engaged in the work of the Woman's National Loyal League, the obect of which was to secure the abolition of slavery throughout the union. This work was accomplished by the passage of the thirteenth amendment to the constitution on February 1, 1865.

Her Reply to Greeley.

When the war was over the wom suffrage question was where it had be when Civil War sidetracked all other questions before the public. Mrs. Stanton and Miss Anthony took up the frage cause. In 1867 the Equal Rights Association met in New York and adopted a resolution asking for the suffrag r the negro and also for women. Anthony and Mrs. Stanton appeared be asked for the recognition of women under the new constitution. Horace Gree ley was there and he said to Miss An-

"You know the ballot and the bullet go

ight."
Miss Anthony had a brain as keen as a scalpel, and she came back at the great editor in this dashing way:
"Yes, Mr. Greeley, Just as you fought in the late war, at the point of a goose-

The convention voted against the won

en. Horace Greeley's wife signed a stateat condemning the work of the comwas vexed and he described Mrs. Stanton

traveled in wagons and spoke in school houses, stores, taverns, sawmills, and log cabins. Citizen George Francis Train joined them and his picturesque person-

to start a suffrage paper upon her re-turn to New York, which she did, calling if the Revolution. It was not a finan-cial success and when it was abandoned Miss Anthony had a debt of \$10,000 on her shoulders. She earned money lecturing and paid every cent of the debt. The result of the Kansas campaign was that 9,000 votes were polled

for the cause. The women regarded

A Characteristic Speech. In 1869 the New York Press club in vited Miss Anthony and other prominent women to a dinner. Without warning the toastmaster called upon Miss Anthony to answer the question: "Why don't the women propose?" Miss Anthony's reply was as follows:

"Under present circumstances it would require a great deal of assurance for a oman to say to man, 'Please sir, will ou support me for the rest of my life?' When all avocations are open to woman and she has an opportunity to acquire a competence, she will then be in a posi-tion where it will not be humiliating for her to ask the man she loves to share erity, instead of requesting him to provide food, raiment and sheiter for her. She can invite him into her home, contribute her share to the partnership and not be the utter dependent. There will also be another advantage in arrangement. If he prove unworthy she can ask him to go out."

Arrested for Voting.

In 1872 Miss Anthony reached the co clusion that under the fourteenth and fif-teenth amendments to the Federal Constitution, she had the right to vote, and she ined to test the law. With her three sisters and some other women she went to the registration booth in the old Eighth Ward in this city and demanded that she he registered. There was some debate with the officers, but they yielded and the women were registered. The Republican and Dem arties protested. On election morn ing Miss Anthony and the other women who had registered went to the polls and voted, swearing in their votes.

The land rang with comments upon the women's act. The papers were filled with editorial articles on the incident. The Fed eral authorities felt it was for them to de omething, though they were not anxiou to prosecute the women.

Navember 18 1872. Deputy United States Marshal Keeney went to the Anthony home in Madison Avenue and, with many apologies, arrested Susan B. Anthony. She suggested that he handcuff her. Miss Anthony was charged with violating the Federal laws in voting. Judge Selden and John VanVoorhis were retained to de-fend her. The women who voted with her were arrested, too, but Miss Anthony was the only one who was tried. The other were Mary S. Anthony, Guelma McLean Hannah Anthony Mosher, Rhoda DeGarmo Sarah Truesdale, Mary Pulver, Lottle B. Anthony, Nancy M. Chapman, Susan M. Hough, Hannah Chatfield, Margaret Leyden, Mary Pulver, Ellen S. Baker, Mary L.

The trial was held in the United States Court, before Justice Hunt. 'You voted as a woman, did you not

e judge asked of Miss Anthony,
"No, sir," she replied, "I voted as citizen of the United States."

President Grant Remitted Fines.

Miss Anthony was convicted and fined \$100. She always claimed that she did not have a fair trial. The election inspectors who took her vote were fined \$5 each a statement before sentence was passed but he did not entirely succeed, for sh protested against a conviction under man made law. Miss Anthony talked until Judg Hunt ordered her to sit down, saying he would not permit another word.

Miss Anthony never paid the fine, and

President Grant remitted it, together with the fines imposed on the inspectors. She would have gone to jail before she would have paid it. Judge Selden advised her to give a bond, and she did so and then learned that by giving bond she had lost a chance to carry the case to the United States Supreme Court upon a writ of habeas corpus. Then she tried to have the bond cancelled so she would be taken to but was unable to do this. She r buked Judge Selden for not informing her of the status of the case, and he said he not bear to see a woman he respected take

Her First Visit Abroad.

For the next ten years she lectured all parts of this country, and then, finding herrelf worn out, she went abroad. While a guest of the United States legation in arlin she posted a letter in the official en celope of the Woman Suffrage Association

"No just government can be form without the consent of the governed." This struck the officials of the German postoffice as revolutionary, and Miss Anthony soon got the letter back with the ar nouncement that the incription was contrary to the Prussian law. Miss An-thony once told an acquaintance that, had she not been a guest of the legation, sh

In 1892 Miss Anthony succeeded Mrs. the head defended. Greeley Elizabeth Cady Stanton as president of the National American Woman Suffrage of the Deople who are its true and sole

Had Tea With Queen Victoria.

In 1897 Miss Anthony attended the International Congress of Women in Lon-don. It was during this convention that the delegates made a visit to Windsor Castle and had a cup of tea with Queen Victoria, Miss Anthony being one of only two women who were presented on the occasion by Lady Aberdeen to Queen

Miss Anthony continued to lecture and address meetings in the cause of women until a few months ago when, although her health remained good, she decided that she had carned a rest and from then on took a less active part in the movement. She was a conspicuous figure whenever a delegation of women went to Washington to mpress their ideas upon Congress and at all of the conventions of the woman se

Work for Education.

Mlss Anthony did not devote all of he energies to the question of voting, eithe Co-education was one of things which in terested her greatly, and much of her time and considerable of her money were spent in aiding colleges in which women students were taught. When co-education was first advocated Miss Anthony took up the

she offered a resolution declaring for the open door for women in all schools and colleges. The resolution was opposed by Professor Davies, the text bok writer, and Henry H. VanDyck, superintendent of pub-lic instruction. They were horrified at the idea, and predicted the downfall of the epublic if Miss Anthony's policy was scopted. The resolution was defeated by

contained did not go down. When Ezra Cornell was founding Cornell University Miss Anthony addressed the trustees in favor of the admission of women to the titution. The system of co-education was stablished at Cornell and it is fair to assome that Miss Anthony's argument to the trustees had due weight with them. Right here in Rochester Miss Anthony did a work for women that entitles her to a monument at the hands of the women who are receiving their education in the University of Rochester. When the question of opening the institution to women was up it was made a condition to favora-ble action that a certain sum of money should be raised. All but \$4,000 of this sum was raised, and then matters came to and none were coming in. Miss Anthony started out on the morning of the last day allowed for the receipt of money for this furpose and raised what she could, and the balance she made up from her own slender purse.

Guest of Empress of Germany.

Even after she passed the age of 80 she continued her activity, and her brain seemed to be as clear as ever. She was wonderfully alert, and at the age of \$4 she went abroad for a second time, attended a convention, and made an extended tour in the suffrage cause. At that time she was ceived, with twenty-one other delegates many, and was told by the Empress "You are my special guest on this occa-

Part of her work of late years consisted of placing suffrage literature in colleges and libraries, where it would do the most

Miss Anthony, with Mrs. Ida Husted Harper, was author of a "History of Wom-an Suffrage," a four volume book. At first the colleges were not anxious to add it to heir shelves, but Miss Anthony kept pushing it and other volumes on the same subject. In fifteen years she had placed books in 1,200 libraries at her own expense, and then requests and checks for her book began to come in. In 1903 she presented to the Congressional Library at Washington library of 200 books on equality, in c

A Sister's Love.

Miss Anthony lived with her sister Mary, n the home on Madison Street, supporting herself on the money she made by lecturing and that which was given to her or left to her by friends of the cause to which she devoted her life. In her writings Miss Anhome in Madison Street and looked after things while Susan was away battling for the cause of women. Mary S. Anthony has given to the world a shining example of sisterly love and sympathy.

Miss Anthony had peculiar ideas about marriage. These were once told by Mrs. Harper, who worked with her on a blog-

"She believes that a woman should not marry until after she is 30 and has fitted erself for a public career," said Mrs. farper, "I think that Miss Anthony would lave married had she met a man that she toyed. I find among her letters many references to offers of marriage, but I think the reason she never married is that she never loved a man. She believes in mar-riage for love,"

In Rochester Susan B. Anthony was love and honored by men and women of a changes and conditions of life, of all reli-gious creeds and of no religious creeds. He ability and courage won the admiration of

there was any connection between equality and the voting power. In 1849 the heard Abbie Kelly Foster, the Quicker abolitionist, speak, and also rest that port of a great convention in July 1950 the woman suffrage movement were stated clearly, and she then ment were stated as surfaced ment were stated clearly, and she then ment were stated of the word of the association, Miss Anthony sested of the most manual convention of the association, Miss Anthony sested of the most manual convention of the association, Miss anthony sested of the weak of the ment of the state of the ment of the state of the ment of the state of the state of the ment of the SHE HAS TO THE CAUSE

Miss Lucy Anthony, niece of the distinguished suffragist, gave the following statement to The Herald immediately after Miss Authony's death;

"Feeling that her life could not long ontinue, on Tuesday and Wednesday, March 6 and 7, Miss Anthony was evidently disturbed by a desire to express ome wish in regard to her will, and on Wednesday she gald to her sister: 'Write o Anna Shaw immediately and tell her I desire that every cent I leave when I pass out of this life shall be given to the fund which Miss Thomas and Miss Garrett are raising for the Cause. I have given my life and all I am to it and now I want my last act to be to give it all I have-to the last cent. Tell Anna Shaw to see that this is done."

"In compliance with Miss Anthony's request, Miss Mary Anthony wrote immediately and within an hour after the letter was sent Miss Shaw unexpectedly arrived at Miss Anthony's home. On the following day, when she was permitted to see Miss Anthony for a few moments, Miss Anthony repeated her request and, with evident emotion, told of her great love and longing for the success of the great cause that 'underlies all reforms, the greatest boon of all-freedom.' She urged Miss Shaw and her sister to see that her wish was carried out at once. She had no thought but for her life's work and the workers, declaring that both were now, as ever, dearer to her than her life."

AND CHRONICLE, FRIDAY, MARCH 16, 1906.

VOICED IN TRIBUTES

Women and Men Who Knew the Leader and Her Work

Heard in Eulogy at Funeral Services Held in

Central Church in Presence of Hundreds.

Unbroken Line Passes Before Casket as the Body

Lies in State for Three Hours Preceding the

Service-Many Unable to Gain Admit-

tance to Church - At the Grave.

Evidences of love for Susan B. An-

thony were apparent throughout yester-

day, before, during and after the funeral

services of the leader of the woman's suf-frage movement. It was a dreary day

that brought no cheer to those who were

taking final leave of a woman whose name and fame had reached the remote places of the earth. During part of the

forenoon and until 1 o'clock in the after-

noon, the body, in a steel-gray casket resting upon a sombre catafalque, lay in state and was viewed by thousands in

Central Church. The funeral took place in the afternoon, and the day was far advanced and night was approaching

when the relatives turned from the grave-

Shortly before the time appointed for

the removal of the body to the church, the family and immediate friends who were at the Anthony home in Madison

street assembled in the room where the

body lay. They passed before it one by one and paid their last homage of love. After a time the casket was placed in

had been sent by friends and relatives were placed in a carriage, and four were placed in a carriage, and four friends of the family entered another car-

ringe. The cortege proceeded to the

church, where the casket was placed upon the catafalque that had been prepared to

receive it. Along the front of the ros-

trum was a row of palms, and in front

of them were a sheaf of wheat and bou-quets of white roses. On the casket was a bunch of violets, and an American flag

overed a part of the lower end. At the

head was a floral offering from the An-

Outside the church awaiting the arrival

of the body was a throng, filled with the

desire once more to see the face, though

cold in death, of the woman who was es

had been admitted to the circle of her

friends. In one of the antercoms of the church were the white gowned young women who were to guard the body as

it lay in state. Rev. C. C. Albertson, pastor of the church, and a detachment of

ten policemen were also present.

thony League.

hearse, various floral offerings that

Guard of Young Women.

Club and the Anthony League. All wore

white. The bodyguard included Miss Charlotte Gannett, Miss Charlotte Dann, Miss Helen Bowlby, Miss Charlotte An-

theny, Miss Helen Raynsford, Miss Ina

Miss Marion Mosher, Mrs. Florence Fisher

and Mrs. Florence Alexander. Two of the

at intervals by other members of the body-

took their stations, policemen were sta-

were opened. The people who came to look upon the face of Miss Anthony for the last time entered by way of the main

out through the Church street exit. The

est volume between 12 and 1 o'clock. The aggregate was estimated at between 8, 000 and 10,000. The doors were closed at

the latter hour and the preparations fo

The doors were to be reopened at 1:30

sired to remain during the services were already assembled at the four entre

of the church. Friends who were to be copy reserved seats were admitted at the

south door on Plymouth avenue. They

in such numbers that at 1:35 that door

was also closed. After that hour only

stream was continuous, but was in great

file passed before the casket and between bodyguard and file of policemen.

tioned at the various entrances and

Miss Florence Mosher, Miss

The young women who were to act as

TO SUSAN B. ANTHONY

LOVE, HONOR, RESPECT

the sidewalks into the streets. Many who did not wish to stand on the payement and dodge cars, carriages and wagons, crossed to the opposite side and stood along the curb, waiting for the doors to be opened.

As the minutes passed the snow that had been falling continuously seemed to increase in quantity. Most of the waiting crowd were provided with umbrellas, and when these were raised the street peared to be a mass of moving, heaving, rounded hillocks. Persons along the our-skirts of the crowd at the various doors would walk first one way and then another, trying to gain a place neares the would walk arst one way and then another, trying to gain a place nearer the doors. Despairing of success at one door they would go to another, but always the solid wall of backs of the people ahead proved an impossable barrier.

Within the church the policomen were on guard at all of the entrances, and as the time appointed for the opening of the doors approached the line of otherers be-fore the easket was reduced in order to strengthen the guard at the doors. Forming a second line behind the officers were

At 1:30 o'clock the north door on the Plymouth avenue side and the door on the Church street side were opened, and immediately the crowd surged forward. There were four officers at the Plymouth Asere were four oneers at the Plymonta avenue entrance and so great was the flood of people that for a moment it looked as if the guards would be swept aside. They were facing a surging, pushing, mass

of humanity.

Not content with pushing from the rear women and men elimbed upon the stone women and men climbed upon the stone balustrades at the sides of the steps and pushed their way into the flanks of the crowd that was already congested before the entrance. At the Churca street entrance conditions were the same. A women accompanied by a man approached. They surveyed the situation and he lifted her from the ground to the top of the balustrade. Four other women he assisted in the same way and then followed them. The entire party educal its way into the The entire party edged its way into the crowd and thus gained a few feet in space and a few seconds in time, over those who hose who were endeavoring to enter in the

conventional manner.

As soon as the doors were opened the multitude filled the vestibules, forced back, the ushers and flowed down the aisles. At 1:30 o'clock the doors were opened and at 1:45 o'clock every sent in the church, except those reserved for the immediate family and friends, was filled, and perhaps 300 remained standing at the rear of the auditorium. The doors were again closed. Within the church practically every nationality, every plane of life and closed. Within the church practically every nationality, every plane of life and culture, every religious domination and shade of religious and political belief found in this city, was represented in the great audience. It was a visible demonstration and testimony of the love akin to veneration felt by the people of Rochester for Susan B. Anthony, a woman who battled for more than fifty years for a principle.

Many Societies Represented.

A large part of the great auditorium was filled by the representatives of various societies and bodies before the duors were thrown open to the general public. Among those officially represented were the Local Council of Women, the Political Equality (Jub. the Women, Educated States) cal Equality Club, the Women's Educa-tional and Industrial Union, the Women's Christian Temperance Union, the Board of Education, the public school principals, the Normal School and others. Some time before the service began all of the seats on the floor, in the public galleries and in the choir galleries were taken and the galleries were taken, and the people began to take such sents as they steps and to arrange themselves standing

steps and to arrange themselves standing in the rear.

While the people were coming in some of those who had not viewed the remains came forward to the easket, but the suggestion was immediately acted upon by so many persons that the ushers had to refuse the privilege. Members of the College Women's Club took places in the choir gallery to the east of the pulpit, and ministers of the city occupied that to the west of the pulpit. Other clergymen, representing practically every denomination resenting practically every deno Certain parts of the church were re-served for the members of the Political Equality Club, the Woman's Christian Temperance Union and the members of the Unitarian Church.

Church Trustees Ushers.

The ushers were trustees of Central Church, J. S. Bingeman, I. H. Dewey, P. V. Crittenden, L. L. Williams, R. A. Hamilton, C. S. Hastings, W. H. Wray and Hiram R. Wood, on the floor of the rium, and the members of the Men's Club in the galleries.

The coming of the honorary bearers, in their black gowns and black mortar boards,

gin. The heads of three of the city of partments came in together and took places reserved for them in the trout of the church. They were Corporation Council W. W. Webb, City Engineer Edwin A. Fisher and Commissioner of Public Safety George A. Gilman. Miss Anna A. Gordon, vice-president of

ance Union, came from the national head-quarters at Evanston, 10., that she might bring a floral greeting from the national organization. Among those who say near the mourners were Harrier Taylor Union. treasurer of the National Woman Smirage Association, of Warren, O., and her ser-retary, Mass Hawser, Mrs. Elizabeth Smith Miller, of Geneva; Mrs. Elizabeth Weight Osborne, of Auburn; Mrs. E. H. Merrell, president of the Political Equality (linb of Syracuse, a delegation from Buffalo, and delegations and representatives the funeral exercises.

Flowers in Profusion. "Consolation," one of Mondelssohn's beautiful "sougs without words," the last

those who had an appointed part in the services were admitted at that entrance organ number preceding the service Elbert Newton, was being played when Muliflude in the Street. Every minute the multitude in the street

them in the front center part of the church. The casket and the platform and floor near it were by that time covered with ionomils corrections. with jonquils, carnutions, violets, roses and other flowers, which the ushers were bringing in inwreaths and bouquets up to the

beginning of the serving It was some minutes after 2 o'clock when Miss Mary S. Anthony, accompanied by relatives, entered the church and took the sents reserved for them. Miss An-thony appeared worn almost to the point the sents reserved for them. Miss Anthony appeared worn almost to the point of collapse by the grief and stress of body and mind she had endured. Throughout the service, however, she maintained a remarkable command of herself. It was only at the close of the service, when, affect bundreds of persons and come forward ordy at the close of the service, when, after hundreds of persons had come forward to see the dead, and she, too, had looked for the last time upon the face of her sister, that her grief seemed about to break through her self-control. She pressed her handkerchief hard to her lips, and, though her face was gray and drawn with anguish, kept back the sounds of grief that seemed struggling for utterance.

Members of Family Present.

Seated with Miss Authony were the relatives whose names follow: Mrs. Hannah Boyles, a cousin, and her daughter, of Chicago; Mrs. George Baker, of Chicago, a niece; Mrs. Alvan T. James, a niece, and her husband, of Philadelphia; Arthur A. Mosher, a nephew, and Mrs. Mosher, of New York; Wendell P. Mosher, of Minneapolis, a nephew; Miss Lucy E. Authony, of Philadelphia, a niece; Joshua Anthony, of Stillwater, N. Y., a cousin; Mrs. Anna O. Anthony, of Leavenworth, a sister-in-iaw, and her son, Daniel D. Anthony, former mayor of Leavenworth; Leon Brooks Bacon, of Clevenand, a nephew, and D. M. Anthony, a cousin, and his family, of this city.

Those who had places on the platform were; Rey. C. C. Albertson, D. D., pastor of Central Church; Rey. William C. Gamett, pastor of the Unitarian Church;

Gameett, pastor of the Unitarian Church; James G. Cutler, mayor of Rochester; Mrs. Carrie Chapman Catt, president of the National American Woman Suffrage Association; Mrs. R. Jerome Jeffrey, representing colored women; Rev. Dr. Anna Howard Shaw, of Philadelphia, one of the lambing suffragists and a personal foliad leading suffragists and a personal friend of Miss Authony: Dr. Rush Rhees, presi-dent of the University of Rochester, and Rev. William S. Carter, assistant pastor of Central Church.

When the relatives were seated, the When the relatives were seated, the church quartette sang a hymn by John W. Chadwick, "It Singsth Low in Every Heart," The members of the quartette were John W. Singleton, Miss May Marsh, Mrs. McIntosh and Charles Kingsbury. Dr. Albertson then read from the Scriptures selections from the ninetieth Psalm, the fifth change of Lib. The seventy-first the fifth chapter of Job, the seventy-first Psalm, the fifth chapter of II, Corin-thions, the first chapter of Philippians and the fourth chapter of II. Timothy.

Prayer of Thanksgiving.

The prayer of Dr. Gannett, which folsong of thanksgiving than of prayer, Almost a smile of exaltation was upon the face of the pastor who had had as a member of his church so long the great suf-

frugist as he expressed exultant gratitude for the life that had been lived. The prayer follows, in part:

"It is like the close of a day in which the winds have been high and there have been storm and stress, and the nir has been clear because of the storm and stress. Now the day is done and the shadows are Yow the day is done and the shadows are lengthening, and we sit in the first moment of the afterglow, and the skies are still bright with the sun that has set. Le us lift our prayer of trust and thanks-

giving for the glory of the day.
"Father, what have we to say when we stand in the presence of death? We we stand in the presence of death? We have this to say, that Thou art never so much good God to us as at this moment. When the voice to which there is no echo comes to the home and says, 'It is I, fear not; I am thy Father,' then something passes, and the quiet settles on the face, and the eyes close, and the hands are foided on the breast—and we call it death. Then in all the sadness that which death. Then in all the sadness that which trusts in us mounts in response to the voice, and in the wonder and mystery of death there comes the glory of assuran that it is but the shadow of the white horses. Our hearts begin to rise in

"Here we come in the mood of sadness to-day, to listen to what can be taught of deathlessness, to catch the supreme message. Father, we thank Thee. Sad? Our hearts are aching, but still we come in gladness, Father; thanksgiving fills our

For what do we thank Thee? First, for herself, her womanly self, the gentle-ness of her spirit, which loved the home enough to pledge herself to make the

e thank Thee for the way in which Thou didst commission her to a great service. We thank Thee for the star of service. We thank Thee for the star of a new justice that rose in the sky because of it. We thank Thee for the way in which she took her part in the work, saying: 'I will go in the name of the unknown right, to make it real; I will go in the name of the forgotten justice, to make it known; I will go out to the many voice-lass ones, that I may make their voices. less ones, that I may make their voices

loss ones, that I may make their voices heard in the earth.

"We thank Thee for the heart of beauty in her, for her danutless spirit, for her high courage. How she met contumely, but was not east back by it! We thank Thee for her utter selflessness; all virtues within her made one cause to which she gave herself. She learned anew the way of Jesus, who said that they that would find their life should lose it.

"We thank Thee for the service of this

We thank Thee for the service of this We thank Thee for the world made Thee for the hearty of a new womanhor

in the skies above and about us, filling them wifh an excellence that was not there before. We thank Thee for the ream she dreamt of man and woman a true togetherness, in a perfect equalness, so walking, two and two, through suffer-ing and success, helping to make the world

Pather, we thank Thee for all these, and we thank Thee that there is something left for us to do. We thank Thee that the dream did not come real, that she dreamed a larger dream than could be ful-filled. We know that Thou didst say to her, 'I have caused thy eyes to look upon the land, but thou shalt not enter into it, So we take it as her request to us that we finish the unfinished work; that we fill the new land with her dream made real; that we establish the new justice and the new reign of righteousness.

we reign of righteousness.

"Rest for her is an impossible thought.
Wherever her spirit is, God speed it in a larger errand—speed her on her way where angels walk. God bless her! We fear nothing for her, for we hear her words, 'Failure is impossible, for God is God.' God bless her; take her in her brave gentleness; comfort and inspire those whom she leaves. With Him we leave her and ourselves."

and ourselves."

After the prayer Miss May Marsh, of the Central Church choir, sang Teenyson's "Crossing the Bar." The first address was made by William Lloyd Garrison, of Lawrence, Mass., son of the famous abolitionist with whom Miss Anthony labored. Mr. Garrison's address follows:

Address by Wm. Lloyd Garrison,

"The world has long discerned and duly acknowledged the noble character and service of Susan B, Anthony. On each service of Susan B. Atthony, recurring birthday of her ripened years she has received the respectful homage of men and the passionate tribute of grateful women. Devoid of vanity and obvious of self, her constant thought was of the great movement to which her life

"The change in woman's outlook and opportunity since her early days was full of cheer, but the self-evident justice of her cause made the delay in granting it a source of wonder and constant disapparature. pointment. No rest could come to that active mind and tireless body while a legal shackle rested upon her sisters. Star legal shackle rested upon her sisters. Star after star broke out in the darkened firmament to which her eyes unceasingly turned. Four states of the Union lifted from women all political disabilities; Great Britain and Scandinavia yielded a modified suffrage, and in New Zealand and Australia the battle was fully won. Yet how our friend longed for the complete triumph in her own land! She was willing to bear the ills of age if only the jubilee could be sounded while her living ears could receive the glad tidings.

could receive the glad tidings.
"Remembering Miss Anthony's indif-ference to personal eulogy, which she in-variably turned to the credit of the cause, I shall not try to repeat in varying words the tribute of love and appreciation so often paid. Let me rather recur to half a century ago, when the fresh and earnest Quaker schoolmistress entered upon her consecration to the cause of the imher consecration to the cause of the in-bruted slave and to the uplifting of op-pressed womanhood. Out of the first movement the second grew, and what is more natural than the impulse which led the new disciple to seek acquaintance with the abolition leaders?

Beginning of Mcbement.

Beginning of McDement.

"Into my father's crowded household she came a welcome guest, a helper and not a hindrance. Unassuming, earnest, sympathetic, attractive to children, she won easily and completely my mother's heart. It was a time of stress for the tired housekeeper, who, with seanty meaus, must furnish hospitality to all coming in the name of human liberty. Some were indeed burdens, but more were sources of delight and, like 'Susan,' which she became at once, even to infant tongues, melted into the family life like those of kin. Indeed, the ties of unpopular reformers are often closer than those of blood.

"At that time the struggle for woman's right was already launched. The London Anti-Slavery World's Convention, in 1840, where the American women delegates were refused admission on account of sex—with Elizabeth Cady Stanton, Lucretia Mott and Mary Grew among the rejected—marks the inception of the organized woman's movement which later developed.

"The heroic Grimke sisters, of South

"The heroic Grimke sisters, of South "The heroic Grimke sisters, of South Curolina, and Abby Kelly were the first to tread the bitterly hostile path of public speaking, forced to assert their rights as women to plead for black men in chains. Lucy Stone, in her charming youth, fresh from Oberlin, a curiosity as the product of a college, had followed closely these elder pioneers. But ridicule and coarse invective, verging on the brutal, was still to be encountered, and brutal, was still to be encountered, and Miss Anthony faced them with undaunted Miss Anthony faced them with undanted courage. Personal dangers were little feared, but to tender and sensitive woman the constant wounding of the spirit to which they were subjected, both from men and from unthinking and conventional women, was indeed a trial.

Friendship with Great Men.

"In retrospect, however, these indignities counted as naught, a thousand times offset by the precious association into which such self-effacement for an ideal brought kindred souls. What were the sneers of subsidized editors, or the social slights of feshionable women. Or social slights of fashionable women, or even misunderstood motive, compared with the friendship of Parker, Garrison, Whittier, Phillips, Curtis, Pillisbury, Fos-ter, Gerrit Smith, Frederick Douglass and

ter, Gerrit Smith, Frederick Douglass and their compers, occupying the stage where the real history of the times was making. "Although a period of national darkness it was to actors in the momentous drama one of exaltation and joy. Faith in the supreme laws, fidelity to conviction, the larger life that blesses those who follow truth, brought a peace of mind past comprehension and dwarfed

the every-day annoyances that shut out the sunlight. The periodical conventions were full of excitement in rections were full of excitement in personal representations. Harmonious in personal refreshment. Harmonious in personal representations were fruitful in areas in the sunlight. The periodical conventions were full of excitement in rections were full of excitement in personal representations. The periodical conventions were full of excitement in personal representations were full of excitement in personal representations which is a supplied to the characteristic that the truest self-development must go hand in hard with the pears to the periodical conventions of the periodical conven

pare to these.

"The felicitous conjunction of Miss Anthouy and Mrs. Stanton will long remain a type of faithful friendship. Each brought separate offerings to the cause, the lack of one supplied by the abundance of the other. Both will be linked in the history of the struggle. One can imagine Mrs. Stanton, the magnet of a salon, a Madame de Stael, whose quick wit and gracious presence charmed and attracted.

Effective as a Speaker.

"But there was no better place to view Miss Anthony than on the platform. There, with ease not to be exceeded by Mrs. Stanton in the social circle, she made the audience her guests and friends. She attempted no set speeches, pretended to no felicity of diction, caring nothing for periods, but everything for clarity and directness, reaching her point, "straight as a line of light." Simple, practical and ingenious, her unpremeditated remarks carried that quality of nature that makes the whole world kin. To hear her for only five minutes was to dissipate for all time the prejudices of an opponent. Whatever might be the disagreement with her sentiments, the inlooker could never afterwards doubt the sincerity and lovable character of this remarkable woman, who inspired doubt the sincerity and lovable character of this remarkable woman, who inspired such cuthusiasm and loyalty among her coworkers. It was impossible for her to escape being 'Aunt Susan' to all the younger members of the faith.

younger members of the faith.

"Dissensions are inevitable in all human organizations, those of reform included. The contrary points of view regarding methods and the personal equation which always enters cause lines of cleavage and make grievances that rankle. The wounds of the enemy are marks of honor, but those of fellow reformers pierce to the marrow.

"No one experienced these tribulations more than did this positive and self-re-liant leader. Within or without the so-ciety she maintained a firm front against all antagonists, assured of the rectitude of her motives and the soundness of her

Was Amenable to Reason.

Was Amenable to Reason.

"It was no pride of opinion, for she was ever amenable to reason. The interest of her cause was her first and final consideration. These breaches lessened, it they were not altogether healed, as the victory neared. Estranged comrades again united. It will be with the woman suffrage as it was with the anti-slavery movement when the goal is reached. The internal friction will be lost sight of in the grand result, 'as morning drinks the morning star.'

"The familiar figure, that to some of us has seemed perennial as the seasons, will be missed sorely when the anniver-saries accentuate her absence. What has become of that indomitable spirit, the wisest know not. No realm can be wherewisest know not. No ream can be where in this gentle yet rugged reformer would not find something to improve. No prim-rose path of dalliance could bring happi-ness to her being. But we are grateful that in our time and sphere she spent her mortal life.

mortal life. "What would not a man give, said "What would not a man give, said Socrates, 'if he might converse with Orpheus and Musaeus, and Hesiod and Homer? Nay, if this be true, let me die again and again I, too, shall have a wonderful interest in a place where I can converse with Palancedes, and Ajax, the son of Telamon, and other heroes of old.' And if the possibilities suggested by the ancient philosopher txist, what infinite deligat awaits our friend, who carries with her the blessings of the downtrodden and the gratitude of her generation."

Spoke for Her Race.

The next address was by Mrs. R. Je-

The next address was by Mrs. R. Jerome Jeffrey, representing the race for which Miss Anthony and the best men and women of half a century ago gave the best efforts of many years of their lives. Mrs. Jeffrey's adress follows.

"We, the colored people of Rochester, join the world in monthing the loss of our true friend, Susan B. Anthony. Yes, a true friend of our race. Years ago, when it meant a great deal to be a friend to the poor, downtrodden race, Susan B. Anthony stood side by side with William Lloyd Garrison. Wendell Phillips, Lacy Stone, Abby Kelly Forster, Frederick Douglass and others, fighting our battles and espousing the cause of an enslaved and espousing the cause of an enslaved

Well do we remember the 12th of Decenter last, at the centennial of the hirth-day of William Lloyd Garrison at the Zion Church, when she stood in the pulpit and told us of the struggles of William Lloyd Garrison and the great trials of the noble women and men who were engaged in the anti-slavery movement. Then she spoke f her life's work, the suffrage movemen told us how for more than sixty years she had given our race every thought of her life. She bade us to look forward to better and brighter days that would surely come to us as a race, and as we looked up into her sweet finee and listened to her words it seemed like a benediction.

"Little did we think it would be her "Little did we think it would be her last address to us as a race, and with her dear sister, Mary, we sympathize in her great loss. The colored churches of this city, the National and State Federation of Colored Women, the federated clubs of the association, the little Girls of Busy. Bee, who at their last meeting stated they would send with their offering of flowers money for Oregon, all extend to you their tender sympathy; your loss is our great

"The members of the Susan B. Anthony Club of this city bow their heads in sor-row for the loss of their great leader. She plon. Sleep on, dear heart, in peace, for

the people, who are its true and solo

Her address follows, in part:

"Every century has produced a few men and women whose names the world has adjudged worthy of perpetuating. We stand in the presence of one who has wrought changes in institutions. When she was born slavery was practiced in every land, and every woman was under the ban of customs that were relies of barbarism. For more than half a century she has been the friend and counselor of the oppressed, whoever and wherever they have been.

"We are here to-day to do honor to

"We are here to-day to do honor to "We are here to-day to do honor to the memory of the great woman of our century, to the greatest woman of our times, to the greatest woman of all time. She was greatest not because of her in-tellectual strength, not because of her power on the platform, not because of the result of her work, but because of the quality of her character.

"Well do I remember the campaign i South Dakota sixteen years ago. She was then 70 years of age. We should marvel to-day should a man undertake marvel to-day should a man undertak a political campaign at that age. Whe we began to talk of the result, and o the possibility of failure, some began to say in whispers that if the fight should fail we might lose our leader, that the fail we might lose our leader, that the shock might kill her. Energized by tha thought, we renewed our efforts. Bu when the work was over and we had when the work was over gathered in our quarters, it was she who went among us, saying. 'Never mind cheer up; there will come another time by and by we shall be the victors here. The little incident measures her Here. she had a splendid optimism; her tenacit of purpose was amazing; she did not know what is was to become discouraged.

Inspired Other Workers.

"It was because of these qualities hat she is the greatest woman. She gave inspiration to those about her. Defeat in the greatest woman in the greatest in the inspiration to those about her. Dereat she looked upon as a milestone in the progress to victory. So long had she heen with us, so strong was she, that we had hoped she might be with us to lead us for many more years, until her work should see its full fruition. All over the provide progress went up, that she might world prayers went up that she might be spared until her work had been es-

"Yet I believe I speak for all enlightened women when I say that we may well forget our sadness, cease to regret, and to ice that the great soul was perm rejoice that the great som was personal to live and give such service to the world and to see such results. Few leaders have seen so much come from their efforts. Ferhaps the world did not need her more. In the begining there were few with her; now there is a vast army, standing to-gether with one aim. We have a leader, a superb leader, and we pledge anew our loyalty to her.

"The movement will go on. We mourn who is gone; every heart aches that her who is gone; every heart achee the has gone. If the poet, inspired by her life, had written, he could not have written more justly than in the lines I shall repeat. You can pay no higher tribute to the one who has gone than by writing this motto in your hearts as you go away to day.

"To the wrong that needs resistance, To the right that needs assistance, To the future in the distance— Give your life."

Intimate Friend's Words.

Rev. Anna Shaw was the next speaker She had sat through the service with white face and tremulous lips, showing more plainly than others how greatly she was bereaved. It was with difficulty that she bereaved. It was with difficulty that ans-controlled herself at the beginning of her address, but she gained self-possession as she proceeded. Her address was deeply eloquent, given with feeling so intense that one fancied the words were watered with unshed tears. When she spoke of Miss Anthony's last words, placing her bearing at heading suffracist had placed hands as the dying suffragist had placed hers, her voice broke; and when she had finished she retired to her seat as if wholly exhausted, bowing her head and pressing rembling hand to it. The address for-

"Your flags at half-mast tell of a nation's loss, but there are no sym and sorrow which fill our hearts. And yet out of the depths of our grief arise feelings of truest gratitude for the beauty, the tenderness, the nobility of There is no death for such as she. There are no last words of love. The ages to come will revers her name. Unnumbered generations of the children of men-shall rise up to call her blessed. Her words, her work and her character will go on to brighten the pathway and bless the lives of all peoples. That which seems death to our unseeing eyes is to her translation. Her work will not be finished, nor will her last word be spoken while there requires a wrong to be righted fettered life to be freed in all th

"You do well to strew her bler with palms of victory, and to crown her with unfading laurel, for never did more victorious hero enter into rest.

Well Poised Character. "Her character was well poised; did not emphasize one characteristic the exclusion of others; she taught us that the real beauty of a true life is found in the harmonious blending of diverse elements, and her life was the epitome of her teaching. She merged a keen sense of justice with the deepest love; her masterful intellect never for one moment checked the tenderness of her emotions; her splendid self-assertion found nue vel Generalles fende

ious of existence apart from all

"Her anenchiess passion for her cause "Her quenchless passion for her cause was that it was yours and mine, the cause of the whole word. She knew that where freedom is there is the center of power. In it she saw potentially all that humanity might attain when possessed by its spirit. Hence her cause, perfect equality of rights, of opportunity, of privilege for all, civil and political, was to her the bed-rock upon which all true progress must rest. political, was to her the bed-rock upon which all true progress must rest. Therefore she was nothing, her cause was everything; she knew no existence apart from it; in it she lived and moved and had her being. It was the first and last thought of each day; it was the last word upon her faltering line; to it and last thought of each day; it was that last word upon her faltering lips; to it her flitting soul responded when the silenced voice could no longer obey the will, and she could only answer our heartbroken questions with the clasp of her trembling hand.

Generosity of Nature.

"She was in the truest sense a reform-er, unhindered in her service by the nar-rowness and negative destructiveness which often so sadly hampers the work which often so sainly inimpers the variety of true reform. Possessed by an unfaltering conviction of the primary importance of her own cause, she nevertheless recognized that every effort by either one or many earnest souls toward what they believed to be a better or saner the world be reformed as spirit of encouriffe should be met in a spirit of encour-agement and helpfulness. She recog-nized that it was immeasurably more desirable to be honestly and earnestly seeking that which in its attainment might not prove good than to be hypo-critically subservient to the truth critically subservient to the truth through a spirit of selish fear or fawning at the beck of power. She instinctively grasped the truth underlying all great movements which have helped the progress of the ages, and did not wait for an individual nor a cause to win popularity before freely extending to its structure life a hand of helpful comstruggling life a hand of helpful com-radeship. She was never found in the cheering crowd that follows an already victorious standard. She left that to the time-servers who divide the spoil after they have crucified their Savior. She was truly great: great in her humility and utter lack of pretension.

"On her eightieth birthday this noble soul could truthfully say in response to the words of loving appreciation from those who showered garlands all about her: 'I am not accustomed to demonstrations of gratitude or of praise. I have ever been a hewer of wood and a drawer of water to this movement. I know nothing, I have known nothing of oratory or the trie. Whatever I have done has been "On her eightieth birthday this noble rhetoric. Whatever I have done has been done because I wanted to see better con-ditions, better surroundings, better circumstances for women.

Had True Sign of Greatness.

"Speaking of her Lady Henry Somer-set said: 'She has the true sign of great-ness in that she is absolutely without preness in that she is absolutely without pre-tension. No woman of fame has ever so thoroughly made this impression of mod-esty and unselfishness upon my mind.' This was the impression which she made upon all who knew her, and leaving her presence one would say. 'How humble she upon all who knew her, and leaving her presence one would say, 'How humble she is.' Viewing her life achievements, one exclaims, 'How transcendently great she is.' No wonder she has won a name and fame worldwide and that she has turned the No wonder she has won a name and fame worldwide and that she has turned the entire current of human conviction. One indeed wrote truly who said of her: 'She has lived a thousand years if achievements can measure the length of life,'

"She whose name we honor, whose friendship we reverence, whose love we prize as a deathless treasure, would say prize as a deathless treasure, would say this is not an hour for grief or despair— 'If my life has achieved anything, if I have lived to any purpose, carry on the work I have to lay down.

work I have to lay down."

"In our last conversation, when her prophetic soul saw what we dared not even think, she said: 'I leave my work to you and to the others who have been so faithful—promise that you will never let it go down or lessen our demands. There is so much to be done. Think of it! I have struggled for sixty years the bit of justice and die without for a little bit of justice and die without securing it."

"Oh, the unutterable cruelty of it!
The time will come when at these words
every American heart will feel the unspeakable shame and wrong of such a

Led to the Promised Land.

"She did not gain the little bit of freedom for herself, but there is scarcely a civilized land, not even our own, in which she has not been instrumental in securing for some woman that to which our leader did not attain. She did not reach the goal, but all along the weaty reach the goal, but all along the weary years what marvelous achievements, what countless victories! The whole progress has been a triumphal march, marked by sorrow and hardship, but never by despair. The heart sometimes longed for sympathy and the way was long, and oh! so lonely; but every step was marked by some evibut every step was marked by some evidence of progress, some wrong righted, some right established.

"We have followed her leadership until we stand upon the mount of visio where she to-day leaves us. The promised land lies just before us. It is for us to go for-ward and take possession. Without falward and take possession. Without fal-tering, without a desertion from our ranks, without delaying even to mourn the loss of our departed leader, the faithful host is marching on. Already the call to ad-



COMPLETE TABULATION OF RELIGIOUS CENSUS LAID BEFORE WORKERS

District Leaders and Their Staffs Covered 176,000 of the City's Population in One Afternoon---Roman Catholics Are Strongest Denomination with 14,177 Families---Presbyterians with 5,370---

Josh Zohus Methodists 3,785. taking in Rochester were announced last night at Y. M. C. A. building. The re: Protestants, 23,430; Roman Cath

les, 14.177; Jewish, 1,138 as follows: Presbyterian, 5,370; Methoist Episcopal, 3,785; Baptist, 3,640; Prote funt Episcopal, 2,309; Lutheran, 3,272; German Evangelical, 1,471; Dutch Re-formed, 274; Universalist, 222; Congrega-tional, 267; Christian (Disciple), 219; Uniturian, 200; German Reformed, 199; Unit ed Preshyterian, 192; Evangelical As clation, 168; African Methodist, 106; Free Methodist, 84; Adventist, 70; Friends, 16; Elder Erd, 11; Gospel Workers, 10; Chris-tadelphians, 9; Free Thinkers, 6; Turntadelphians, 9; Free Thinkers, 6; Turn-ors, 5; Christian Missionary Alliance, 4; Plymouth church, 4; Rescue mission, 4; Y. M. 4; A., 3; Hollness movement, 2; Socialist, 7; Church of Faith, 2; Liber-ty mission, 2; Helicvers in Golden Hule, 2; Ellin Tabermelle, 1; New Thought Chirch, 1; Athelst, 1; The total musiber of 43,885 records se-cured they each be estimated as repre-

senting four persons, so that practically the figures obtained represent the faiths and denominations of 176,000 persons, out of a population of 181,000.

Details of the receipt and expenditure of the total cost of \$400 include: Receipts, from Presbyterlan denomination, \$90; Baptist, \$82,37; Episcopalian, \$60; Meth-odist Episcopal, \$66; Lutheran, \$25; German Evangelical, \$25; Reformed, \$19; Unitarian, \$16; Congregational, \$5; per-sonal subscription, \$12; total, \$386.37. Dis-bursements, postage, street car fare and office sundries, \$32.94; Interpreter, 1) omer sundries, \$32.97, interpreter, astronographer, circical help, messengers and expense of counting houses on insurance maps, \$48.79; printing and stationery, \$55.83; helpers since March 24th, \$25; salary of A. H. Cross, superintenses. dent of canvass, for six weeks, \$150; board of superintendent for six weeks, \$48; travelling expenses of superintendent, two trips to Cleveland, \$25,24; total, \$299.80. Balance mapaid, \$13,43.

It was stated last night that the un-

IN HONOR OF MISS ANTHONY. Citizens' Memorial Service at Brick

Committees representing the Chamber of Commerce and the Local Council of Women met yesterday afternoon in the Chamber of Commerce pariors to discuss plans for a Sugar P. plans for a Susan B. Anthony Citizens' Memorial service. It was decided that the service shall be held in Brick Church in the evening of Monday, April 23, a

No decision was reached concerning he speakers, beyond the general plan of inviting about six speakers. Another meeting of the committees is to be held Thursday afternoon when the plans will further perfected. Those who d yesterday's meeting were : Mrs. W. Gannett, Mrs. W. L. Howard, Mrs. G. Ardley and Mrs. W. A. Montgomery for the Local Council of Women: E Curtis, W. S. Morse and A. B. Eastwo

TROLLEY PROJECT IS

INDORSED BY TRUSTEES
Porh - Post Lyfold //c/oc.
Rochester-Elmira Proposed Line is Favored by Chamber of Commerce-Request to Railroad Commission.

hamber of Commerce was held this afternoon to consider the request of promoters of the Rochester-Elmira electric railroad that the chamber indorse their plans. President Robert A. Badger presided and resolutions were passed, favoring the construction of such a rallroad. as "tending to materially benefit the interests of our city and giving to the territory to be traversed by the proposed railroad, cularged transportation facili-

quest to the State Railroad commission to grant the company proposing to con-struct the road, a certificate of public convenience and necessity. The promo-tors of the trolley line have received sim-liar sanction, and indersement from business men and organizations in various cities and villages through which the

After the meeting Attorney E. E. Shutt, the logal representative of the company, stated that application for a certificate of public convenience and necessity would be gade to the State Indired Commission emetime rids week and that it was hoped a have a hearing within three weeks from se date of application. It is understood mission. The announcement that the Eric is about to electrify its Rochester Elmira ivision is believed to be one move in the tochester and Elmira read.

WILL GIVE PRIZES TO **TEACHERS**

Portland Commercial Club Wil Reward School Mistress Producing Best Essay on Oregon.

Rochester Women Are Eligible to Compete For Large Sums Donated to Cause. Hu Junes, april 18,1906

ceived a letter from Tom Richardson, manager of the Portland Commercial Cline which corresponds to the Roch-ester Chamber of Commerce, in which he announced the details of a prize contest, to be conducted by the club, and open to teachers of the United

This summer, from July 9 to 16, the annual convention of the National Edu-cational Association will be held in San Francisco, and it is thought that many of the teachers will thus have an or portunity to visit Oregon. Prizes to the value of \$5,000 will be given for the host articles on Oregon. The first prints \$1,000, the second \$500. The article submitted in the contest must be put lished in a regular edition of a new paper published outside of the stat of Oregon and Washington and in the hands of the committee by October 1,

Mr. Ives is asked to present the matter to the Board of Education so that the teachers in this city may have an opportunity to compete. The Commercial Club of Portland

s totally destroyed by fire, April 6, but even that calamity failed to in-terrupt the regular features of the club. Luncheon was served on time the next day in temporary quarters, and ground will be broken for a new building as soon as a site can be se-

F. Howard Mason, secretary of the Chamber of Commerce of Buffalo, called on President Badger and Secretary Ives of the local Chamber day in reference to the Eurton bill for the protection of Magara Falls.

W LLen REDUCED FARES CHAMBER OF COMMERCE HAS TAKEN ACTION.

TO BENEFIT WORKINGMEN

Committee Appointed to Walt Upon Officials - Secretary Ives Will First Correspond with Other Cities. One Appointee Will Not Serve

The Chamber of Commerce is likely to ask the Rochester Railway Company give reduced fares to workingmen during the morning and evening rush hours. A meeting of certain members of the Chamber of Commerce was held yesterday aft-ernou, and a committee to wait upon the railway company's officials was appoint-ed. But before the matter has progressed to the point where the arrangements for the conference between the committee and the officials will be made, Secretary John M. Ives will have considerable corre-

It is understood in this city that the matter of reduced fares for workingmen has received attention in other cities, but with what success is not known. Secretary Ives is to open correspondence for the purpose of ascertaining the methods used, the amount of reduction in the fare nd the success of the plan. If what he earns is satisfactory the matter will be onsidered further here, the committee will be called upon to act and the arrangenents for a conference between the con mittee and the officials of the railway company will be undertaken.

A committee of nine or ten persons was appointed yesterday, but the names were not made public. It is understood that a majority of the members are general managers of or otherwise prominently identified with large industrial establishments on the outskirts of the city. Several members of the committee did not attend the meeting and were not fully informed as to the purposes of the committee. At least one who was appointed is fully informed and will decline to serve.

"There are two men, perhaps four, who are behind this proposition," said the man who will not serve. "They are seeking to serve their own ends and in so doing are making a catspaw of the Chamber of Commerce and Secretary Ives. That is reason why I will not have anything to do with the matter. Another reason is that at the hours when it is sought to have the fares reduced, traffic is heavier. than at any other time in the day. Extra ower, extra cars and an extra force are eccessary to handle the business. I can-not consistently ask the Rochester Railway Company to reduce fares under such conditions. Moreover, I do not believe that the plan is practicable, and do not propose to have my name linked with anything that I am sure, from the beginning, is boun t. ra..."

Rochester Chamber of Commerce

Mr. Mock, the photographer, informs me that you have not as yet, given him a sitting for the forthcoming Chamber of Commerce Album.

Please call up 285 (Rochester Phone) and make your appointment for a sitting. It will take but a few moments and make the album a success.

JOHN M. IVES.

April 18, 1906

Historic Scrapbooks Collection

FIRST -- Jan. 10, 1888, at Powers Hotel.

H. H. Warner, President.

George W. Elliott, Toastmaster.

Speakers

Cornelius R. Parsons (Mayor)
Rev. Nelson Millard
Seantor Warner Miller
Joseph O'Connor
Frank B. Edson (Ex-Mayor of New York)
Wm. Purcell
L. P. Ross
Wm. S. Kimball
P. J. Ferris (Buffalo)
John W. Goss
George Raines
Theodore Bacon
J. C. O'Brien
Hiram Sibley

SECOND -- Tuesday, Jan. 22, 1889.

Wm. S. Fimball, President.

Theodore Bacon, Toastmaster.

Speakers

J. C. O'Brien
Col. H. S. Greenleaf
Hon. Wm. Rumsey
Hon. Wm. F. Cogswell
Rev. Wm. R. Taylor
Hon. Chas. E. Fitch
Vm. C. Barry
Gen. John C. Graves

THIRD -- Saturday, Feb. 5, 1890.

L. P. Ross, President.

Hon. James G. Cutler, Toastmaster.

Speakers Geo. H. Daniels Hon. George F. Danforth Hon. Erastus Wiman Mr. John Pahy

J. harry Stedman Wm. C. Barry Eugene T. Curtis Rev. Max Lancsberg L. P. Ross

John H. Foley Samuel H. Lowe George C. Buell H. C. Brewster

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FOURTH--Feb. 23, 1891.

Eugene T. Curtis, President.

J. Harry Steuman, Toastmaster.

Speakers

Hon. A. J. Price Chas. J. Bissell Hon. Joseph Tait David B. Hill Chauncey M. Depew J. Sloat Fassett David J. Hill, LL.D.

F1FTH -- Monday, Feb. 15, 1892.

Max Brickner, President.

L. P. Ross, Toastmaster.

Speakers

Rev. T. Harwood Pattison Hon. Robert McCormick Frederick Taylor Major Nelson A. Miles Hon. T. Moore John G. Milburn SIXTH -- Thursday, Feb. 16, 1893.

Henry C. Brewster, President.

Eugene T. Curtis, Toastmaster.

Speakers

Joseph O'Connor
Col. John A. Coekerill
Mr. John Crerar
President Schurman
Hon. Benj. Butterworth
David J. Hill
Harry Stedman
Hon. Erastus Wiman
Gen. C. E. Hooker

SEVENTH--Feb. 5, 1894.

Ira L. Otis, President.

Max Brickner, Toastmaster.

Speakers

E. h. Pullen
Kon. Benj. Butterworth
John S. Runnels
hon. Joseph Tait
Eumuna Wetmore
Chas. W. Dayton
Pres. J. G. Schurman
Hon. John Bogart
Wm. P. St. John

EIGHTH--Feb. 13, 1898.

Charles P. Foru, President.

Wm. F. Balkam, Toastmaster.

Speakers

Gov. Wm. McKinley Senator Clarence Luxow Senator John Raines Senator Jacob A. Cantor Senator Edmund O'Connor W. J. Arkell of "Juage" Geo. k. Daniels

MINTH--Feb. 13, 1896.

James G. Outler, President

J. N. Beckley, Toastmaster.

Speakers

Charles Emory Smith St. Clair McKelway Rev. Samuel A. Elliott Wm. McElroy

TENTH--Dec. 9, 1697.
Charles J. Brown, President
Wm. H. McLiroy, Toastmaster
Speakers
Lon. Joseph Choate
Chas. J. Hissell
Hon. Lenry E. howland

BLEVETH--Dec. 8, 1698.

Charles M. Angle, President.

Charles J. Bissell, Toastmaster.

Speakers

David J. Hill Gov. Leslie M. Mhaw Dr. Benj. Wheeler

TWELFTH -- Dec. 14, 1899.

R. A. Sibley, President

Walter S. Rubbell, Toastmaster.

Speakers

Adniral Sampson Chancellor Day non. George W. Ross hon. O. F. Williams

THIRTEENTH -- June 15, 1900.

H. B. Hathaway, President.

Charles J. Bissell, Toastmaster.

Speakers

Major General E. S. Otis General Joseph Wheeler David J. hill non. J. Sloat Fassett Lon. James S. Sherman

FOURTEENTH -- Dec. 17, 1901.

A. H. Lamberton, President.

Hon. George Raines, Toastmaster.

Speakers Justice William Travers Jerome Hon. Richard Young Gen. Alfred C. Barnes

FIFTHEMTH -- Dec. 18, 1902.

Hon. henry C. Brewster, President. Toastmaster, Ron. henry C. Brewster.

Speakers.

hon. Frank P. Sargent hon. Job L. neuges Ernest-Thompson-Seton Rev. James A. Freeman, D. D. W. h. Boardman Major J. B. Pond Charles Battel Loomis F. N. Doubleday homer Davenport

SIXTEENTH--Jan. 7, 1904.

T. B. Dunn, President.

Charles E. Ogden, Toastmaster Speakers

hon. Wm. R. Merriam John Erisben Walker Chas. R. Flint Hon. O. P. Austin Corporal James Tanner

SEVENTEEUTH -- March 16, 1905.

T. Dunn, Preshent.

Horaco McGuire, Toastmaster.

Speakers

Hon. James G. Cutler Captain Richmond Pearson Robson Hon. John D. Fernan Thomas McClary, D. D. Col. Albert A. Pope Eugene S. Bruce

EIGHTHENTH-Dec. 14, 1905.

Clinton RoGers, Pres.

ion. James Breck Perkins, Toastmaster.

Speakers.

Hon. James G. Cutler Hon. Albert B. Cuamins Wm. H. Page Rev. C. C. Albertson

NINETEENTH -- Dec. 13, 1906.

Robert A. Badger, Pres.

Hon. William W. Armstrong, Toastmaster.

Speakers.

the people who are its true and sole

Hon. Charles E. Hughes. Rev. S. Parkes Cadman, D. D. Hon. Herman A. Metz.

INDORSE ELECTRIC ROAD

Historic Scrapbooks Collection Trustees of Chamber of Commerce Pass Resolutions at Special Masting Resolutions at Special Meeting This Afternoon. 4/10

At a special meeting of the trustees of the Chamber of Commerce this afternoon resolutions were passed indorsing the proposed electric railroad between this city and Elmira. The company has been formed and is all ready to make application for a franchise to the state railroad commission at Albany.

commission at Albany.
Surveying for the road has been completed and part of the right of way has already been purchased.

The resolutions adopted, which have been forwarded to the State Railroad Comission, are as follows: "Resolved. That the trustées of the Chamber of Commerce of Rochester favor the construction of the proposed electric line between Rochester and Elmira as tending to materially benefit the properties." ing to materially benefit the prosperity of our city and of giving to the territory traversed larger transportation facili-

"Resolved. That this organization requests the honorable railroad commis-sioners of the state of New York to grant for said proposed road a certificate of public convenience and necessity."

* ENDORSED

Chamber of Commerce Trustees Take Action on Application of New Company.

Board Approves of Proposed Electric Railroad Between Cities of Rochester and Buffalo.

At a special meeting of the trustees of the Chamber of Commerce at noon today the petition of the Rochester & Elmira Electric Railway Company for the en-dorsement of the Chamber of Commerce

The road was endorsed by the vote of he trustees, it being the evident desire of he residents along the line that it be

the two lines be built. the two lines be built.

The endorsements of the viliages and towns through which the road passes have been secured and will be presented to the State Railroad Commission when application for the franchise is made.

The Rochester & Elmira Electric Railway Company will apply for a franchise this week.

The resolution endorsing the new trolley

his week.
The resolution endorsing the new trolley ne is as follows:
"Resolved, That the Trustees of the hamber of Commerce of Rochester favor ne construction of the proposed electric ne between Rochester and Elmira as suding to materially benefit the prosperity of our city and of giving to the terriery traversed larger transportation falities.

littles.
"Resolved That this organization re-inests the Honoruble Railroad Commis-sioners of the State of New York to gran for said proposed road a certificate of pul-lic convenience and necessity."

APPLICATION IS **NOW IN ALBANY**

ROCHESTER AND ELMIRA ASKS FOR A CERTIFICATE.

HEARING WILL BE GIVEN

State Railroad Commission to Fix Date - Application Accompanied by Indorsement of Chamber of Commerce - Fifty Affidavits April 11, 1906.

Application to the State Railroad Com-mission for a certificate of necessity and convenience was forwarded to Albany by the Rochester & Elmira Electric Railway Com-pany last night pany last night. One of the accompanying papers was a resolution adopted by the trus-tees of the Rochester Chamber of Commerce adopted at a special meeting held at noon yesterday. It is set forth in the resolution tees of the Rochester Chamber of Com-merce at a special meeting held at noon electric line because it will tend materially to benefit this city and give increased trans-portation facilities to the territory traversed. It was further resolved that the Chamber of Commerce requests the State Railroad Com-mission to grant the company named the desired certificate.

O. F. Lieders, of Wayland, president, and T. S. Mulcahy, of Phelps, secretary of the Rochester & Southern Construction Company, which will build the proposed road, explained the plans of the Rochester & Elmira Elec-tric Railway Company to the trustees, and W. A. Sutherland, of this city, a trustee of the Chamber of Commerce and one of the attorneys for the construction company, told of the purposes of the railway company and the benefits that would accrue upon its construction to the industrial, commercial and

100

Why the Chamber Acted. -

Secretary J. M. Ives, of the Chamber of Commerce, said later in the day that it must not be understood that the Chamber of Commerce does not favor the construction of any of the other projected trolley lines that will have this city as a terminus, because the Chamber of Commerce is strongly in favor of anything that will benefit Rochester. He added that the Rochester & Elmira Electric Railway Company was the first to ask such indersement from the chamber. The matter first came before the Railroad Committee of the Chamber of Commerce a week or two ago, and was referred, as such matters must be for final action, to the Board of Trustees.

Together with the resolution mentioned were affidavits from fifty or more of the leading mer-chants, manufacturers, bankers and men in pub-lic life, whose places of business are in the cities and towns that will be connected by the proposed road, in which the persons named in the affidavits give their reasons for the opinion that the construction of the road is a necessity and will be a public convenience. Another of the and will be a public convenience. Another of the accompanying papers was a petition algred by 125 traveling men, who were guests within a week of a hotel in one of the villages on the route of the proposed road, who said that in their opinion the construction of the road was a necessity.

Construction to be Rushed.

"The construction of the road will be begun within ten days after the certificate of necessity and convenience is granted," one of the officers of the construction company said yesterday, "The contracts will be let in tenmile sections, and every effort will be made to complete the road and have it in operation eighteen months from the day the first earth is turned. We have money and energy and everything to work with, and will advance the work just as rapidly as possible. The road will be single track at first, but another track will be added as soon as pos-sible after the road is in operation. The road will be rock ballasted throughout. The overhead will no rock ballasted throughout. The overhead system and the best care obtainable will be used. Both local and express trains will be operated, and parlor cars will be used on the express trains. The local trains will cover the distance between Rochester and Elmira in three hours at the most, and the express trains will cover it in considerably loss firm." considerably less fime."

Three engineering corps, under the direction of Chief Civil Engineer W. C. Gray, of this city, have been engaged for several weeks in making the final survey of the route. The work, which has been greatly delayed by inclement wanther, will be completed, if there are no more delays, by the end of the present week. The office work on the surveys has gone forward simultaneously with the field work, with the result that the final maps will be completed within the present week, according to an officer within the present week, according to an officer of the company.

APRIL 18.

IT IS PICTORIAL 706 AND DESCRIPTIVE

REPORT OF THE PARK DE. PARTMENT FOR 1904-5.

TWO YEARS OF PROGRESS

Made Possible by the Liberal Policy Inaugurated by Mayor Cutter on His Accession to Office - Amusements and Sports Encouraged

The pamphlet report of the Park Commission for 1904 and 1905 was issued yes-terday by President A. B. Lamberton. 18 an interesting booklet of ninety pages and contains eighty-two half-tone pictures of typical park scenes, fifteen of which are whole-page illustrations. By way of pre-face to a recital of the permanent improve-

ments effected during the two years cov-ered in the report the report says; "During the years 1904 and 1905 the Board of Park Commissioners was enabled Board of Park Commissioners was enabled to carry out some of the permanent improvements long demanded for the accommodation of the public. Upon the accession of the Hon. James G. Cuther to the mayoralty, the need of perfecting the park system by substantial roads, bridges, suitable buildings, and the development of newly acquired land, was recognized. The funds for maintenance were increased and an appropriation was made for permanent improvements. Such improvements had become impossible under the former method me impossible under the former method of awarding a limited amount for mainten-ance. The change in policy was most gratifying.

gratifying.

"In the expenditure of the improvement funds granted during the two years only the most pressing necessities were met. Seneca Park west, now Maplewood, had

Succeeding pages are devoted to a resume of the improvements made with which all newspaper readers and visitors to the parks are measureably familiar.

Parks as Playgrounds.

"Especial attention," the report continues, "has been given to encouragement of the many forms of pleasant recreation in all of the parks. Summer amusements and winter sports have been fully recognized as forming an important element in the usefulness of our park system and the parks are coming to be regarded more and more as great playgrounds and places of rest amid scene rendered beautiful by nature and art." ture and art."

The report contains lists of the members, officers and committees of the Park Commission. Park areas are given as follows: Genesee Valley, 435.08 acres, 76.60 being river; Seneca, 2:1.06, of which 29 is river; Maplewood, 143.91, of which 29 is river; Highland, 54.69; total, 844.74. There are sixteen small parks and squares,

with an acreage of 20.33, making a total park acreage of 871.07, of which 5.675 acres were acquired during the two years treated in the report, and of which 137.60

reated in the report, and of which 134,00 acres is river.

The illustrations in the report are made from photographs taken by Myron Bacon, Webster & Albee, N. R. Graves, Herald Company, Frank Gilfus, C. E. Bunnell, E. J. Carroll, George W. Kellogg, M. B. Turpin, H. C. Maine and Rochester Photo Company.

Superintendent's Report.

Much of the space in the report is taken up by a detailed report by Superintendent C. C. Laney of the work done in the various parks, and includes mention of work ni the city squares, the band concerts, the zoo, a list of the gifts made by citizens to the department, and concludes with the following interesting bit of record of odd sources of revenue:

sources of revenue:
"The material sold from the park", and

"The material sold from the park", and the rents from the refectories, mery-gorounds, golf lockers and houses amounted to \$6,126,58. The materials sold were barrels, bulbs, cows, eggs, doves, flowers, guinea pigs, grass, huy, lambs, manure, plants, sheep, sheep pelts, shrubs, trees, tree guards, wood, wool."

Secretary M. O. Stone has compiled a comprehensive table of dates of principal events in the history of the park system.

The report of Treasurer John E. Durand covers in detail the year 1905, and shows the following expenditure in each of the departments for the year: Genesee Valley, \$20,325,07; Highland, \$20,769,81; Seneca, \$17,057,10; Maplewood, \$11,454,27; city parks, \$36,458,77; boulevard, \$2,291,40; administration, \$15,280,44; total, \$123,637,76.

454.27; city parks, \$36,458.77; boulevard, \$2,291.40; administration, \$15,280.44; total, \$123,637.76.

The report gives a list of forty-two forms of crataegus found in the parks and surrounding country. More than four pages are necessary in giving a list of the trees and shrubs growing in Seneca Park, many of which are indigenous and some of which are new to botanists. of which are new to botanists.

THE ROCHESTER HERALD, WEDNES

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REDUCED CAR FARE ASKED FOR FACTORY EMPLOYES

Employers Will Ask Company To Sell Eight Tickets for Quarter During Morning and Evening Hours,

A number of large manufacturers, who employ many hundred operators in the outlying sections of the city, held a meeting yesterday afternoon at the Chamber of Commerce rooms to organize for the purpose of obtaining lower street car fares for their employes during certain hours of the day. The factories are located at such dis-

tances from the homes of the employes that it is necessary for most of the men and women working in these factories to ride to and from their work each day. This is a direct tax of ten cents per day, or sixty cents per week, out of their salary each week, and the employers believe the Rochester Railway Company should make some concessions to the working people of the city.

It is proposed to ask the company to sell tickets at reduced rates, good only during certain hours each morning and evening, when the employes go to and from their work. The suggestion is that between the hours of 6 and 7:30 o'clock in the morning and from 5 to 0:30 o'clock in the evening, the fares be reduced by selling eight tickets for 25 cents. These tickets will only be good during the hours named. If the company cannot be persuaded to sell eight tickets for a quarter, seven, or even six tickets, will be some concession.

It is customary in a number of cities to sell workingmen's tickets at reduced rates, good only during certain hours. A committee was appointed at the Chamber of Commerce conference to pre the matter to the Rochester Raliway Company, but before anything is done, information will be obtained from other cities where workingmen's tickets are sold, so that the promoters of the move-ment will be in a position to answer the inevitable suggestion that the company cannot afford to make any reduction. It is thought it can be shown that the company will get enough extra traffic by the business during the hours named, to make the concession a matter of profit to the company.

Ultimat ly, after plans are consum-mated, it is likely the matter will be brought formally before the Chamber of Commerce for its official indorsement, At present, however, the sponsors of the plan are not seeking publicity, desiring to gather their data and to make their plans before appealing for public supunione ad their

Will Open Subscription List For San Francisco Sufferers.

Money Raised Will Be Turned Over to the Red Cross Society to Use as They See Fit.

Committee Appointed to Raise Money and Send Telegram of Condolence -Other Action.

A special meeting of the trustees of the A special meeting of the traiters of the chamber of Commerce was called to order by President Badger shortly after noen to-day to take action looking toward stops to alleviate the suffering at San Francisco as a result of the devastation of that city by fire and earthmarks. The meeting was largely at-The meeting was largely at-

When the meeting was called to order. President Badger explained the for calling the meeting and asked for suggestions, Charles P. Ford made the motion that the Chamber of Commerce open a subscription list and that the ney raised be turned over to the local

treasurer of the Red Cross Society,
Mr. Hathaway spoke next and urged that whatever action was to be take should be taken immediately. He stated that at a meeting of the Brewers' Asso clation last night a subscription had been opened and this morning a check for \$500 was sen to Mayor Cutler to be forwarded to the proper authorities. Secretary Ives said that Mayor Cutler had been invited to the meeting but was unable to attend. He further stated that P. R. McPhail was the local treasurer

of the Red Cross Society.

There was considerable discussion as to how was the best manner in which to forward the money, but after several nen had spoken it was decided to send it through the Red Cross Society as it was felt that the mayor and other San Francisco officials would have their hands full at this time. D. B. Murphy made the motion that a committee be appointed to send a telegram of con-dolence and sympathy. This motion

There was further discussion as to who should be in charge of the subscription list and it was finally decided to leave

list and it was finally decided to leave the list at the Chamber of Commerce in charge of Secretary Ives who will be glad to receive any subscriptions which the general public may make.

At the conclusion of the meeting the subscription list was opened and in less than five minutes a thousand dollars had been subscribed. Those who gave \$100 been subscribed. Those who gave \$100 been subscribed. each were: H. B. Graves, Edward W. Peck, Barnard & Simons, Louis Lowen-thal, Max Lowenthal, Joseph Mandery, J Fisher Furniture Company, Curtic Brothers Company and Morgan Machine Company. Other subscriptions were re-ceived during the afternoon.

CHAMBER OF COMMERCE TO PROVIDE RELIEF

Subscription List Was Opened at Meeting of Board ment of this country by Europeans there have been to one not continue. of Trustees at Noon Today. Generous Contributions. The Jimes, Afric 20,1906-

rustees of the Chamber of Commerco was held this noon in the Assembly Hall for the purpose of taking measures for the relief of the suffering people for the relief of the suitering portion in San Francisco. The meeting was well attended, considering the fact that the arrangements were made this morning and the first announcement of it was made in the noon editions of the afternoon papers.

Henry C. Brewster called the meeting to order and explained its purpose. For a while the members seemed at loss as to where to begin on the matter. No definite plan had been hought of, and as Secretary John M. les stated the meeting had been called brely to get the sentiments of the

A special meeting of the Board of

would be advisable to turn the mone

would be advisable to turn the money over to the Red Cross or to send it directly to the Mayor of San Francisco. Many were for raising the money as quickly as possible and sending it at the quickest possible moment to the doomed city, while others wanted to send it to Washington or the Governor Children and have the latter disof California and have the latter distribute the money either to the Red coast. It was decided that the money should be turned over to the Red Cross

agent in this city.

A motion was also made to have the Executive Committee send a telegram to San Francisco expressing the sympathy of the people of Rochester in the name of the Chamber of Commerce. After the meeting Secretary John Ives, who will receive all subscriptions for the sufferers at the office of the Chamber of Commerce, opened his subscription list and received \$900 within 10 minutes. It is expected that the amount will increase rapidly.

The resolutions adopted by the meeting are as follows: Resolved, That a subscription list be opened and that the money that may be raised be paid over to the Red Cross

It is now suggested that all public spirited citizens who may wish to subscribe, as we assume all will, to this fund, send their subscriptions without any delay, making same payable to Chamber of Commerce Relief Fund, as

Chamber of Commerce Reper Finds, as assistance can be sent none too quickly. The following message was ordered sent to the Mayor of San Francisco: Hon, Eugene E. Schmitz, Mayor, San Francisco, Calif.:

The Chamber of Commerce of Rochester, N. Y., offers to your citizens the Received assistance of our city and profinancial assistance of our city and profoundest sympathy in the overwhelm-ing disaster which has befallen San

ROBERT A. BADGER, President. JOHN M. IVES, Secretary,

THE ROCHESTER HERALD

30 and 32 Exchange Street.

FRIDAY, APRIL 20, 1906

TELEPHONE CALLS. Business Office..... 241 Editorial Rooms..... Job Office 4217 Bindery Art Department 4217

BELL Business Office ... 241-A Editorial Rooms ... 241-D

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Address all communications to Rochester Herald Co., Rochester, N. Y.; also add the name of the proper department it referring to advertising, circulation, job work or binding.

The San Francisco Calamity.

The earthquake which has practical ly destroyed the great city of San Francisco and made a population of nearly 400,000 homeless, is without precedent in the written history of the North American continent. Since the settlethere have been, in one part and an- in charity and benevolence-open their The earthquake which visited Charleston, S. C., in August, 1886, was the most memorable exception to the rule of harmlessness which seemed to prevall in the earthquakes affecting North America. The disturbance at Charleston was felt along the entire coast, and was followed by repeated minor shocks that continued at increasing intervals for several days. Many buildings in Charleston were destroyed or damaged, and the loss of life was variously estimated between fifty and a hundred. The shocks were not, however, severe enough to overthrow any of the wellbuilt modern structures for business or residence, and the damage to property was chiefly confined to the older por tion of the city, where the buildings were in partial decay. That calamity,

the people, who are its true and sole

members of the Chamber of commerce and see if they wished to deanyth as for the relief of the homeless people of San Francisco. Mayor Cutter had been received, invited but was unable to attend.

C. P. Ford moved that the Chamber of Commerce open a subscription list and that all the money received and two of that vicinity.

The motion was seconded by Max Low
Chamber Acted Quickly.

was rated just ahead of Cincinnat and just behind Cleveland and Buffalo While in numerical importance it may be fixed in the mind as an associate of these eastern communities, its comparison with them in other respects serves only to distinguish its unique and remarkable character. The picturesqueness of its location; the romances of its earlier and later history; the blending of past and present, of the extremes of West and East in its homes, its market places, its life, speech and thought, made it a haven of magnetic fascination to travelers from every land under the sun. It was the gateway upon the path of trade from the Asiatic East to the American East, and this commerce, swelling with each year's increasing tide of prosperity and industrial energy, promised to San Francisco a place of rivalry with the greatest marts of the world. Already its wealth surpassed that of several cities of much larger population; and its population had come to be greater than that of the entire state of California forty years ago, and was increasing more rapidly than any other city west of the Mississippi. Now. within forty-eight hours, this wonderful metropolis of the Pacific coast, this center of trade, of industry, of amusement, filled with every variety of human speech, race, religion and customs,

The terrible meaning of this calamity, its imminent consequences to the three or four hundred thousand people who have been saved from being crushed to death or buried alive by falling walls, only to encounter the peril of starvation in a place cut off from adequate food supplies, can hardly be realized. What the earthquake shock left unharmed, fire appears to have destroyed. Thousands of those who fancled themselves safe because of their distance from the territory most seriously affected by the convulsion, now find that they are homeless, without food or sufficient clothing, and with no prospect of escape from their horrible and perilous surroundings. The railroad and steamship communications with San Francisco are far too meager to provide immediate transportation for so great a population, even were their facilities employed as usual. But all the railways entering the city have been demoralized by the earthquake, and the wharves which the vessels must approach have been wholly or partially

is become a desert of shapeless ruins.

destroyed. The plight of the victims of this unprecedented misfortune appeals to the sympathy of every citizen of every city of the land. This is a time of boasted prosperity, a time when great fortunes have sprung up, some of them in a night, upon American soil. Let the pitiable state of the sufferers of San Francisco be brought to the mind of the eastern millionaire as a tale of a great opportunity—an opportunity to put his riches to such a use as will justify his stewardship of them for the little time he has them. Mahy a man of great wealth, we are daily told, has been racking his brain for a chance to employ his riches for the real relief of humanity, and has found the problem too difficult for solution. Here is a way out of the dilemma, an opening unobstructed by the difficulties that attend co-operative plans for building libraries

and universities. And while the men of large fortunes are considering the measure of their generosity, let the men of small means -the ones who are usually foremost home, give of his own sufficiency to relieve the want of those of his own race, perhaps of his own kindred, who are homeless amid the blackened ruins of San Francisco.

The city of Rochester is equipped with several organizations, any one of which should make short work of raising a relief fund. The Chamber of Commerce comes to our mind as one having ample leisure for this undertaking. But if not this body, surely some other one will assume the task. Certainly it will not be said of Rochester that it is a laggard among the cities of the East in the discharge of this urgent and noble duty.

10.2

Two Cars To Leave Monday for San Francisco.

Chamber of Commerce and Mayor Want Provisions and Money.

Securing of Contributions Well Started-News From. Stricken City.

Relief from Rochester for the sufferers in San Francisco will have arrived in the ill-fated city almost before the smoke from the fire has cleared away. Mayor Cutler received a telegram from New York last night, stating that a special re-lief train would be run through Roches ter for San Francisco on Monday morr ing and, according to the quickly formu-lated plans of the Mayor and President Badger and Vice President Doyle of the Chamber of Commerce, two cars, lader

Chamber of Commerce, two cars, laden with provisions, general supplies and money, will be ready to attach to the train as it passes through the city.

Mayor Cutler said last the thought they could get two cars the New York Central free and that would be loaded principally with provisions, which should consist for the most part of cannot goods. canned goods.

"We would earnestly request the pub lic," said Mayor Cutler, "to communicat with Secretary Ives on Saturday and le him know what can be sent. Arrange ments will be made with the carting com-panies whereby the supplies may be taken to where the cars are stationed. Ve expect to be able to get all we can send out without any trouble."

The telegram which was received The telegram which was received is as follows:

His Honor The Mayor, Rochester, N. Y. Arrangements are being perfected whereby a special express relief train conveying contributions of all kinds, including ready cash in currency, will leave here Sunday night via the New York Central and Lake Shore Roads, enroute to San Francisco, bearing such relief as the many thousand of sufferers require in San Francisco and along the Pacific Coast. Several cities have already signified their intention to join this universal organization of relief. Will you kindly take up this subject with your citizens and through the local press invite hearty cooperation and if possible have an express car loaded and ready to attach to this special train as it passes through your city, due notice of which will be conveyed by the American Relief Association in New York and through the railway officials, who have kindly agreed to furnish the special free of all charge. Any further information you may require on this subject will be cheerfully given.

LOUIS E. COOKE. New York Citt.

cheerfully given. LOUIS E. COOKE, New York City.

Canned Goods for Train. Secretary Ives said last night that provisions which could be packed into small space were desired for the relief train and gave a partial list, as follows: Can-ned soups, salmon, corned beef, roast beef, sardines, baked beans, lima beans, string and butter beans, canned corn and succotash, peas, condensed milk, evaporated cream, tobacco, rolled oats, salt in small bags, cheese, rice, codfish, candles, matches and soap, sugar, tea, coffee, ham

It is also requested by those who will have charge of the loading and collecting of the provisions that wholesale and retail dealers who have wagons will send Now York Central, Freight Agent F. S. Tanger will then take charge of the suppiles and will give receipts. If those who contribute have no wagons, likey can communicate with Secretary Ives at the Chamber of Commerce, and he will send a cartman after the provisions.

Work of raising money to send to San Francisco was begun yesterday morning by Mayor Cutler before it was known that the special train was to pass rough, and was soon taken up by the branch of the Red Cross Society. Withi short time after the movement was started \$4,476 was pledged. Later in th day Mayor Cutler turned over the sub-scriptions he had received to the Red Cross Society. The Chamber of Com-merce held a special meeting at noon at which \$1.300 was raised and which will be turned over either to the local of Washington Red Cross Society. All the money pledged to either the Chamber of Commerce or the Red Cross Society will be disbursed through the same channels, and as the chamber will receive the co tributions for the special (rain, it will probably also receive the majority of the contributions, as it has expressed itself as willing to take care of the details and ssuance of receipts for all money r

The secretary and treasurer of the local Red Cross Society, Percy McPhall, president of the Merchanis Bank, reselved \$540 from the Mayor early in the afternoon, and before he left the hank had \$686 more. The work has as yet hardly begun, and from the liberal

At the instance of Secretary John M. Ives and Henry C. Brewster, a meeting of the trustees was called at noon yes-terday by telephone to see what action the trustees was called at noon yesterday by telephone to see what action the Chamber of Commerce would take in regard to the relief of San Francisco. The sentiment of the body that a relief fund should be raised was unanimons, and the only question was as to where the money should be sent. It was at first thought that it should be sent to the Mayor of San Francisco, as was done in the cases of Galveston and Johnstown, but it was later decided that the Mayor would have too much on his hands and that the feed Cross should handle the matter. The question as to whether the money should be turned over in the local society or that in Washington was left to the discretion of President Hadger and Secretary Ives.

The Chamber of Commerce has given out the following statement:

"At a meeting of the trustees of the Rochestee Chamber of Commerce has

calamity which has befallen them, and for the purpose of opening a subscription fund for their immediate relief, It was

"Resolved, That a subscription be opened and that the money that may be raised be paid over to the Red Cross

"It is now suggested that all public spirited citizens who may wish to sub-scribe, as we assume all will, to this fund, send their subscriptions withou any delay, making same payable to Chamber of Commerce Relief Fund, as assistance can be sent none too quickly

"ROBERT A. BADGER, President, "JOHN M. IVES, Secretary," ecretary Ives sald yesterday that the legraph companies had offered to send all the money that might be raised free of charge and that it would be sent just as soon as it was turned in to the Chamber of Commerce Relief Fund.

Raised \$1,200 in Five Minutes,

After the meeting was adjourned suberiptions were asked for, and \$1,300 was used in five minutes from the men who had been present at the meeting. Later in the afternoon President Badger tele-phoned the secretary that he had re-ceived a pledge of \$1,000 from one man. This makes the total in the hands of chamber \$2,300.

At the close of the meeting of the trustees the following telegram was sent to the Mayor of San Francisco by the order f that body: Hon. Eugene E. Schmitz, Mayor, San

Francisco, Cal.:

"The Chamber of Commerce of Roch-ster, N. Y., offers to your citizens the inancial assistance of our city and pro foundest sympathy in the overwhel

"ROBERT A. BADGER, President,

"JOHN M. IVES, Secretary."

President McPhail of the Merchants'
Bank, treasurer of the local branch of the Red Cross, has received the foll ing subscriptions; Mr. and Mrs. John (Woodbury, \$100; Margaret Woodbury 89; Dr. Max Landsberg, \$10; John Rodenback, \$10; B. L. Scarch, \$5; Will-lam Hoperaft, \$1; W. H. Zala, \$1; Brewers' Exchange, \$500; Stephen C. Truesdale, \$10; George Truesdale, \$10 Frederick J. Tunnore, \$10; 1st Ceparati Company, \$10; Michaels, Stern & Co.

Several Organizations Contributed.

From other Rochester sources offers of assistance are coming in rapidly. The Postal Telegraph Company has announced through Manager Little that it will transmit free domestic messages re-lating to the relief of sufferers at San Francisco when offered by July constituted relief organizations or public offiers in their official capacity. When estined San Francisco, such messages will be subject to such delay as the con-

itions at that point impose, The Wells-Fargo Express Company as taken hold of the rollet work. J. 2. Henry, the local manager of the com pany, said: 'We will forward free of charge any shipment that may be offered for the relief of the earthquake sufferers when addressed to the reiter officers neighboring towns."

Rochester Aerle, 52, Fraternal Order of Eagles, at a meeting Thursday evening sent \$100 to the president of San Francisco Aerie to be used at his discre-tion in adding the sufferers from the hquake.

Corinthian Temple Lodge, No. 805, F. and A. M., Herbert C. McAlpine, master, has appropriated \$50 for the relief of sufferers in San Francisco. The money will be forwarded by telegraph as soon as the telegraph companies will acceploney messages for transmission to San

Confident of City's Response.

Mayor Cutler said yesterday that the Red Cross Society was the through which contributions should be through which and that to it he would turn distributed and that to it he would turn as came to idn. He Red Cross Society was the proper agency said that the first contribution had come from the 1st Separate Company, and

"I recommend and request that the gations in some proper way to the fact that this disaster in San Francisco appears to be quite unparalleled in the history of this country; that more than 200,000 people have been rendered home-

cumstances, are now as destitute as it is possible to be.

"I am sure that the people of the city of Rochester will respond promptly and liberally, and I believe that the Governor is right in his statement that the Red Cross Society is probably the best agency through which the money needed can be collected and forwarded."

Adjutant Heift of the Salvation Arm a receiving contributions to be forwarded to Colonel French, who now has temporary quarters in Oakland. The loss of the Salvation Army in San Francisco is between \$150,000 and \$290,000. All of the shelters have been completely destroyed and officers of the army stationed in the burned city have lost all of their persona

Several telegrams have been received from relatives of Rochesterians in San Francisco, but others are anxiously awaiting news. Most of the messages that have been received were started two

or three days ago.

Mrs. Lee Richmond, wife of the secretary and treasurer of Weaver, Palmer & Richmond, received a telegram yes her father and mother, Mr. and Mrs. T. Southwick of Union Park, who wer o San Francisco at the time of serfiquake, and saying that the measure fulured and he frequent t in safety, "rolesson Henry F. Burton of the un-

brother, Dr. Burton, a physician of Stockton, Cal. Dr. Burton sald that he was not injured and would soon

Mrs. Lipman Holtz received a telegram yesterday informing her that her hus-band, Lipman Holtz, of the firm of L. Holtz & Son, 8: St. Paul Street, was not in San Francisco at the time of the disasters, but in Sacramento and was safe, Word has been received by the De-fender Photo Supply Company that their store on Third Street, San Francisco, and also their warehouse on Mission

Street, next to the Grand Opera House, have both been completely destroyed, entailing a loss of \$36,000. The Yawman & Erbe Co. received word yesterday from the San Francisco manager, dated at Oakland, saying that the company's branch store had gone up

Warren Cutler to-day received a telegram from Harry W. Jenkins of San Francisco, a brother of Mrs. Cutler, say-ing that Mr. Jenkins and his wife are safe, but have lost everything.

Vice President Henry A. Strong of the Eastman Kodak Company, and Mrs. Strong, it was learned, were at the Dei Monte, Monterey, outside the afflicted

Rochester Chamber of Commerce

At a special meeting of the Chamber held Friday noon, April 20, 1906, it was unanimously resolved that this Chamber extend immediate relief to the homeless citizens of San Francisco, and to that end the Secretary was empowered to receive subscriptions and to turn same over to the Red Cross Society.

It is expected and believed that every member of the Chamber will give liberally and quickly.

Send in your checks to-day payable to the Rochester Chamber of Commerce Relief Fund

ROBERT A. BADGER.

President

JOHN M. IVES.

Rochester, N. Y., April 21, 1906

Mayor Arranges For Two Cars and Wants Contributions of Provisions to Fill Them -- Donors Must Act Promptly--Mayor Again Taking Cash

Mayor Cutler has made arrangements to send provisions from this city to the San Francisco sufferers at once. A resan Francisco suncrers at once. A relief train is to be started through from
New York to-morrow night, and the
mayor has arranged to attach two carloads of provisions to the train as it
passes through Rochester. To do this
will require generous donations by Rochester merchants and the public and it is ester merchants and the public, and it is imperative that these contributions of food and canned goods be delivered at the Kent street freight house to-day.

The mayor last night received a tele-gram from Louis E. Cooke of the Ameri-can Rellef Association in New York as

No. 25 West Thirty-fourth street, New

As soon as Mayor Cutler had read the telegram he telephoned to Secretary John M. Ives of the Chamber of Commerce, and after a conference deckled to invite the people of Rochester to co-operate in an effert to fill two cars with food and provisions to be attached to the special train. Mayor Cutler urges that all people who are willing to contribute to the shipment get in touch with Mr. Ives, as the time is too short for him to get in touch with them. No clothing and no perishable goods of any kind are wanted.

The mayor has arranged with the New

to-day, when requested to do so,

Louis E. Cooke. Esc., 25 West 24th st., New York effy:
Answering telegram, will have (we cars loaded and rendy for relief from Synday Dight, Arrangements in hands of Rochester Chamber of Commerce. P.case wire time of arrival circut. John M. Ives, Secretary. JAMES G. CUTLER, Mayor. Food and provisions are wanted as follows: Canned goods, soups, salmon, corned beef, roast beef, sardines, baked beans, lima beans, string beans, butter

beans, ilms beans, string beans, butter beans, corn succotash, peas, condensed milk, evaporated cream; provisions and miscellaneous, hams, bacon, rolled oats, salt in small bags, cheese, rice, codfish, candles, matches, soap, sugar, tea, cof

One of the contributions which the re-lief train will take from this city will be \$14.85, which was raised by some children living on Troup street in the Third ward. Hearing of the steps which were being taken to raise money, these children yesterday made some candy, which they sold to residents near their home. and last evening the above mentioned sum was turned over to those in charge of the contributions

Mayor Cutter has again consented to receive contributions to the San Francisco sufferers. To-day the mayor received the following from Treasurer Percy R. McPhall of the local branch of the Red

"Hon. James G. Cutler, Mayor, Roches-ter, N. Y.

The state of the s

"Very truly yours,
"P. R. McPhail,
"Treasurer Local Branch
Red Cross Society."
Upon receiving the above Mayor Cutier made the following statement;
"I have just received the enclosed from
the treasurer of the Red Cross Society, and
I have received a number of contributions
this morning, with a request that I should
myself forward them to the Mayor of Son

Donations by Request.

Secretary Ives at the Chamber of Com-merce this morning said that the sub-scription list which was opened yester-day was growing steadly and that al-ready about \$2,500 had been received. He further stated that Curtice Brothers Company and several of the wholesale grocers of the city had sent contribugrocers of the city had sent contribu-tions to the Central freight station to be forwarded on the cars which will leave the city on Monday, amounting to about \$1,500. He said that he believed that enough stuff to fill two cars will be contributed before the cars are ready to start. Mr. Ives has telegraphed to anything besides food is wanted.

RESPONSE IS GENEROUS

Contributions Coming in Fast to Treasurer McPhail of the Red

Cross Society.

clety contributions are coming in rapid-Percy R. McPhall, treasurer of the local branch of the society, announces the

change, \$500; Stephen C. Truesdale, \$10; George Truesdale, \$10; Frederick J. Tun-Stern & Co., \$500; Mrs. Isaac Gibbard, \$20; Max Lowenthal, \$100; Louis Lowenthal, \$100; Union Clothing Co., \$200; Spader & Max Lowenthal, \$100; Louis Lowenthal, \$100; Union Clothing Co., \$200; Spader & Perkins, \$250; Moore & Mills, \$10; William S. Gifford, \$10; Walter L. Williame, \$10; Chas. P. Boswell, \$10; Mrs. E. J. Beeber, \$10; G. C. Buell, \$100; W. D. Ellwanger, \$55; D. S. L. Ellsner, \$25; Jucob Abeles, \$10; Louis P. Newhafer, \$5; S. Schwarzschild. ley, \$5; i. L. Mince: \$1; Oscar Stephany, \$1; Eghert F. Ashle, Co., \$25; Jacob G. Rosenberg, \$25; Alexander Prentice, \$60.

Chamber of Commerce Subscriptions.

ber of Commerce:

A Friend \$1,000: Bausch & Lomb \$1,000; Burke, FitzSimons, Hone & Co, \$500; Howe & Rogers (more if needed) \$300; Lewis F. Ross \$50. Eaward W. Peck \$100, H. B. Graves \$100: Barnard & Simonds \$100; Louis Lowenthal \$100; Max Lowenthal \$100; J. J. Mandery \$1,00; i. J. Pisher Furniture Co, \$100: Morgan Machine Co, \$100: MoCurdy & Norwell \$100; antithews & Boucher \$100; A. P. Litt & \$100; Mechael Doyle \$100; H. C. Kimball \$200; Johnson & Land \$25: Philip Present \$25, O. & C. Schmidtle \$25: Bingeman & Baxter \$20; Dr. R. G. Cook \$100; C. Troter \$10: S. B. Perkins \$10: Mrs. C. W. Troter \$10: S. B. Perkins \$10: Mrs. C. W. Troter \$10: S. B. Perkins \$10: Mrs. C. W. Butter, canned goods for Rochester relief cat, \$100; Ecowster Crittenden & Co.

Free Messages Relating to Relief.

free domestic messages relating to the relief of sufferers at San Francisco when offered by duly constituted relief organizations or public officers in their official capacity. When destined to San Fran-cisco such messages will be subject to such delay as the conditions at that point impose.

Union Pacific Railroad Action. Michael Doyle to-day received from the Union Pacific Railroad the following

"Answering your to Needham. Yes, we will carry relief supplies to San Franonsigned to General Funston or mayor of San Francisco.

" R. Tenbroeck,

Receives Telegram From Mother. E. Frank Brewster yesterday received telegram from his mother, Mrs. John

Berkelley. Mr. Webster is a former resident of Rochester and for some time has been manager of the California Powder Company at San Francisco.

It was announced this morning that the Rochester Maennerchor contemplates giving a big concert in the near future for the benefit of the San Francisco suf-ferers. Definite plans for it will be an-

Will Ship Contributions Free. The Lehigh Valley Railroad has i

free of charge, as far west as the Misor material sent through authorized

ROCHESTER TO RESPOND GENEROUSLY TO APPEAL FROM SAN FRANCISCO

Through the organized effort of the Rochester Chamber of Commerce, the lo-cal branch of the Red Cross society and fraternal organizations, all classes of Rochester citizens are making generous response to the call of Mayor Cutler for supplies and funds for the celler of the sufferers from the and earthunke in San Francisco. Secretary Ives, of the Chamber of Commerce, announced his morning that the Chamber of Comree relief fund had mounted to \$5,550. which with the Red Cross fund makes \$7,100in all and that before night it was expected there would be sufficient upplies at the Kent street freight hou to fill at least one freight car, all gathered through the efforts of the chamber from local business men. President Robert A. Badger, of the chamber, tele phoned Secretary Ives this morning that the contribution of the Curtice Brothers company, with which he is identified, ould be a wagon load of canned goods nilar contributions and from the dry oods stores have come comfortables, edding of all descriptions, towels and oaps. The hardware stores have do-

Contributions of Money. orday in the hands of the secretary and reasurer of the society Percy McPhail, president of the Merchants' bank, are to added the following contributions, nounting to \$976, received this morning Union Clothing company, \$200; George C. Buell, by telegraph from Mexico, \$100; W. D. Éliwanger, \$25; Dr. F. L. Elsner, \$25; Jacob Abeles, \$10; F. Schwarzchild, s. Spader & Perkins, \$250; Moore & Hills, \$10; William F. Gifford, \$10; Mor-s A. Benjamin, \$5; L. L. Mincer, \$1; sborn Ashley, \$5; Oscar Stephany, \$5; irs Isaac Gibbard, \$20; Max Lowenthal, (100; Louis Lowenthal, \$100; Egbert F. Ashley, \$25; Louis P. Neuhafer, \$5; Alextuder Pettice, \$50; Jacob S. Rosenberg,

tical knives and forks.

rns will be called upon for subscrip

d by mail this morning at the office Mayor Cutler: T. E. Atkins, \$100; I. Luddington, \$25; W. C. Smith, \$25; A. Tucker, \$10; Josephine Shatz, \$10; W. Van Etten, \$1; Bishop McQuaid, \$100; Granger C. Hollister, \$100; J. Aron-

A special relief train to be run through San Francisco from New York city, il reach Rochester to-morrow morn-G. D. Butler, local manager of the supplies will have been gathered at the Western Ufflon Telegraph Company, announces that the company will transmit cars that will be added to the train. ng. By that time it is expected en

Things That Are Needed.

Secretary Ives says that what is wantand other things that can be packed into small space. The list includes condensed ilk, evaporated cream, tobacco, rolled ats, salt in small bags, cheese, rice, codfish, candles, matches, soap, sugar, tea, coffee, ham, bacon, knives, forks and drugs. Wholesale and retail dealers who have wagons are requested to send what they can contribute to the Kent street station with an invoice. If those who wish to contribute, have no wagon, they can secure one by communicating with Secretary lives at the Chamber of Comtve wagons are requested to send what cisco free. Preferred that until relief merce. The carting companies are pre-organization is perfected supplies be pared to handle all such freight free of

harge. The Western Union and Postal Telerancisco when offered by duly constitrancisco whon offered by duly consti-tuted relief organizations or public offi-cers in their official capacity. When destined to San Francisco, such messages will be subject to such delays as the conditions at that point impose

Various fraternal organizations are contributing to the aid of sufferers, Roch-ester City lodge, K. P., donated \$25 at a meeting last night and Hi-o-ka-too tribe of Red Men, \$25. The checks were

Corporations Are Gonerous.

J. P. Henry, Rochester manager of the supplies or money free of charge.

W. C. Burnette, 229 Powers building, general agent for the General Accident Assurance corporation, announces that his company has wired the San Francisco Relief committee to draw on the company for \$1.000.

elief agencies to any transfer point east

tch to the American Relief Asso under whose direction Relief Association, under whose direction the relief train is to start, saying two carloads of supplies would be ready here Sunday night.

Secretary McPhall, of the Red Cross, sent a communication to the mayor this morning, asking him to make formal an ributions to the relief fund

Mayor Will Receive Money. The mayor then made the following

Cross society, I will be glad to have it uncounced that I solleit from the citizens of Rochester, who desire to contribute to a fund to be forwarded direct to the mayor of San Francisco, from the mayor

of Rochester, gifts of money which will be duly acknowledged in the daily press. As announced in the morning papers, I have requested the co-operation of the Chamber of Commerce to load two cars with provisions, adapted to transporta-tion, to be sent on a special relief train tion, to be sent on a special relief train which will go through Rochester on Sunday, (to-morrow) night. Contributions for this purpose should be sent direct to he secretary of the Chamber of Con erce, John M. Ives.

Until noon to-day the following sub-scriptions had been received at the

Baush & Lomb, \$1,000; a friend, \$1,000; Burke, FitzSimons, Hone & Co., \$500; Howe & Rogers, (more if needed), \$300; Lewis P. Ross, \$200. Edward W. Peck, \$100: H. B. Graves, \$100; Barnard & Simonds, \$100: Louis Lowenthal, \$100: J. J. Mandery, \$100; I. J. Pieher Furn-J. Mandery, \$100; I. J. Fisher Furniture Co., \$100; Morgan Machine Co., \$100; McCurdy & Norwell, \$100; Matthews & Boucher, \$100; A. P. Little, \$100; Michael Doyle, \$100; H. C. Kimball, \$50; Johnson & Lund, \$25; Philip Present, \$25; G. & C. Schminke, \$25; Bingeman & Baxter, \$20; Dr. R. G. Cook, \$10; C. W. Trotter, \$10; S. R. Parking, \$10. Mrs. Trotter, \$10; S. B. Perkins, \$10; Mrs. Josephine Gordon, \$5; George W. Rafter, \$5; H. W. Butler, \$1; Curtice Brothers, : Brewster, Crittenden & Co., goe r relief car, \$250; Brewster, Gordon & c., \$250; Smith, Perkins & Co., \$250; eorge C. Buell & Co., \$250; Riley & Dietrich, two bags of beans.

Blahop Riordan's Appeal.

Bishop McQuaid has sent the following letter to all the pastors in his diocese: Rechester, N. Y., April 20, 1966.

Rev. Dear Father—I have just received from his Grace the Most Rev. Arabishop of San Francisco, the followin Arabishop of San Francisco, the following francisco, and the hour of our great distress I appeal to you to ask the assistance of your parish and people by means of a collection in the churches of your discesse. The sad news reached me here on my way to fail timere. I return at once to California. The work of fifty years is blotted our

Fraternities Send Money.

M., \$50 for the relief of the sufferers Mayor Cutler will turn over all the contributions sent to him to Secretary McPhail of the Red Cross.

The Bausch & Lomb Optical con pany has received word that the building in which its merchandise was carried, was burned to the ground with all its contents. The value of the stock was

tirely on merchandise and fixtures. The loss is fully covered by insurance.

The Miller Cabinet company, 336 St.
Paul street, may have lost a carload of goods sent to San Francisco two weeks

The clothing manufacturers have branch houses in San Francisco but all had customers. The indirect loss to the clothing manufacturing industry of Rochester will therefore be large.

Insurance Company Plans. The Milton Clark company has re ceived word that the foreign insurance companies represented by them, propose to hold themselves in readiness to pay all California claims that are proven and to

waive the "by act of God" clause.

Concerning this announcement Presi-German Insurance Company, says the wact of God" clause cannot be legally waived by any company. He is of the opinion that the losses due to earthquake will not be id by any company.

surance co, any has not been estimated yet. The premiums its San Francisco business

Michael Doyle has received a telegran s perfected. It is suggested that supplie

RELIEF FROM ROCHESTER

Two Carloads of Provisions for San Francisco.

OFF SUNDAY NIGHT

Mayor Appeals to All to Help.

MONEY IS SUBSCRIBED

Chamber of Commerce Has Already Received \$2,300 and the Red Cross Also has Charge of a Fund-Rochester Persons Among Heavy Losers in the Stricken City. Losses.

gram from one of the officers of the Amerio'clock last night, Mayor Cutler took step that will result in the forwarding of prof ably the first important shipment of food and provisions from this city for the re-lief of the suffering thousands in San Francisco, and while most of the residents ments preliminary to the shipment went

The telegram was as follows:

Several cities have already signified their Several cities have already signified their intention to join this universal organization of relief. Will you kindly take up this subject with your citizens and through the local press invite hearty co-operation and if possible have an express car loaded and ready to attuch to this special train as it pusses through your city, due notice of which will be conveyed by the American Relief Association in New York and through the railway of including the have kindly agreed to furnish the special free of all charge. Any further information you may require on this subject will be cheerfully given.

LOUIS E. COOKE,

LOUIS E. COOKE. No. 25 West Thirty-fourth street, New York

As soon as Mayor Cutler had read the

As the special train will arrive in this city probably early Monday forenoon, conthe ears may be loaded to-morrow.

As soon as Secretary Ives w

before Freight Agent F. S.

New York Central. Mr.

arrived. Wholesale and reare especially urged to contr shipment, as comparatively lar will be necessary in order to but contributions from others

fully received. Persons or

goods cannot be delivered,

beef, roast beef, sardines, lima beans, string beans,

matches, soap, sugar, tea,

*Chamber of Commerc Already, as a result of a st

merce at noon vesterday, \$2.

subscribed for the aid of San Francisco, and the ch

ready to receive contribution

their own wagons or conveyal quested to deliver their cont the Kent street freight house

will send for them to-day, wh

ss, they began to trust him. They sub-tuted a responsible boss for an irre-stiller said las possible boss. Then, when the boss be-ped a carlos be a boss." the people, he ceases co about tw in which eve

sources, of large or small am it will turn over to the Re-ciety. There was a good atter The concluding speaker was Rev. Dr. meeting, at which Robert A. A motion that a subscript has taken an active part in municipal San Francisco parted by the chamber we reform in that city. His subject was afacturers has a control of the chamber we reform in that city. His subject was afacturers have reformed by the chamber we reform in that city. His subject was afacturers have reformed by the chamber we reform in that city. His subject was afacturers have reformed by the chamber we reform in that city. His subject was afacturers have reformed by the chamber we reform that city. started by the chamber w reform in that city. Charles P. Ford. Henry I "Laymen as Leaders."

offered by duly constitu izations or public officer capacity. Such messi to such delay as the

Salvation Art Adjutant Heift, of branch of the Salvation charge in the stricken city, has removed his headquarters to Oakland. Adjutant Heift says that he will forward to Cole- to have been held at San Francisco this year.

Patrick H. Galvin, Harvey E. Moyni-Sau Francisco. They say that if the

of the hall is given them for one night they will put on boxing and wrestling bours and other feats of strength and a good and mat. If a hall is obtained the three promoters want Mayor Cutler to appoint the box office men, the ticket rakers and the persons who would handle the money.

Some Rochester Losses.

George Eastman of the Eastman Kodak

George Eastman of the Eastman Kodak George Eastman of the Eastman Kodak George Eastman of the Eastman Kodak George Eastman of the Eastman Kodak George Eastman of the Eastman Kodak George Eastman of the Eastman Kodak Company said yesterday flat his composed to the placed Freight Agent F. S. Takork Central. Mr. Takork Central machine, then the oligarchy within the wasterest freight house to the contributions as rangel. Wholesale and retail pecially urged to contributions as rangel. Wholesale and retail pecially urged to contributions from others were freight house to the coordination of things. In the property of the people wanted a year from the season thing in business to-day. It call Company is nothing but the endeavor to get things ian Francisco is received. Persons or fine the coordination of things. There had to be a boss to get things tock of merdon effectively. But the evolution has many in San to stopped there. The people wanted a yr fire the boss get his Legislature so it ceased i building, on the boss get his Legislature so it ceased i building, on the contributions are well and provisions are well and p

as of the Governor to simply recom- mmercial mes and legislation and to consider meas- t. I think tha res after they were passed, tike a judge iled, informing n the bench. Now the Governor is the, and that they eat boss, sleeted by the people and re- to time, after pan hoss, elected by the people and reponsible to them. He is the man who is
haping legislation. So it is with the meany, of No.
dayore of many cities,
"When the people began to elect their may have sufthe people began to elect their may have sufmay the people began to elect their may have suf-

reform in that city. His subject was afacturers had consequently urged that any action taken mediately. At a meeting of Association on Thursday ni subscriptions had been received the day morning \$500 was Mayor, to be forwarded to thorities. John M. Ives, see chamber, said that an invitation meeting of the trustees to the Mayor, but that he is essentially an idealist. Now, cidenta in this ready to practice if called upon. Eyery rancisco horres, man who preaches ideas must do, his was who preaches ideas must do, his was the kept by Mr. Ives, and any desire to make their contribition the Chamber of Commerce nor send them to him. The he effect that the chamber work follows:

Resolved, That a subscription and that the money that may paid over to the Red Cross So. It is suggested that all pubzens who may wish to subscriptions when he finds himself contribution without any delay, may be able to Chamber of Commerce as assistance can be seen toom. It was moved by Danie that the chamber send a telepathy and offer of assistance classes. The telegram that lows:

Here Every 10 and that the chamber send a telepathy and offer of assistance classes. Sendit, why and offer of assistance classes. Sendit, when he finds himself contribute to Chamber of Commerce as assistance can be sent none. It was moved by Danie that the chamber send a telepathy and offer of assistance classes. The telegram that lows:

Here There is a subscription to take the cutting the outlined the arguments why the cidery should and should not take the elegra in municipal reform. "Cone strops that the coutlined the arguments why the cidery should and should not take the elegra in municipal reform. "Cone strops that the coutlined the arguments why the cidery should and should not take the elegra in municipal reform. "Cone strops that be eat why a minicipal reform in that the chamber send a telegram that lows:

A mother called in municipal reform. "Cone strops that the outlined the arguments why the minicipal reform. "Laymen as Leaders."

Laymen as Leaders."

La

Why Ministers Should Not Lead. rry W. Jenkins, and Mrs. Jen-

sistance of our city and if pathy in the overwhelming, pathy in the overwhelming, in the overwhelming, as befallen San Francisco.

MOBERT A. BADGE take an active part in municipal into the capected to felt concerning take an active part in municipal into the concerning take an active part in municipal into the concerning take an active part in municipal into the concerning take an active part in municipal into the concerning take an active part in municipal into the concerning take an active part in municipal into the capected to felt concerning trong, who were result in the concerning take an active part in municipal into the capected to felt concerning take an active part in municipal into the capected to felt concerning take an active part in municipal trong, who were rep. A chinney off by the earth-subscribed \$1,300, and later to cut the stone and saw the beams, So the roof, killing as several. Mr. Contributions for 5 the minister is to make the plans and furnish the inspiration, leaving to the six, of Honolulu, six, of Honolulu, gis daughter. No rester City Lodge, No. 215

Pythins, appropriated \$25

rythins, appropriated \$25 the San Francisco sufferers. IH-o-kn-too Tribe, No. Order of Red Men, at the night voted to donate \$25 San Francisco sufferers, the amount will be transm Cutler to-day.

J. P. Henry, Rochester Wells-Fargo Express Computat his company will fe charge anything in the or money intraded for the ferers in San Francisco. To Rochester and also to towns.

R. S. Little, Rochester Postal Telegraph-Cable nounces that his company free domestic messages relief of sufferers at San offered by duly constitut.

This was while the case. By overstate-went case of confidence. Ministers, too, have little money and the great work of a municipal crusade takes. People says to the minister to go ahead, and when the minister does go ahead he following him; they have scattered and trun to cover.

"Another thought often comes to me with force, and that is that Jesus Christ never struck a direct blow at the government of his time. He lived under the most corrupt government in the world yet Therins could not find fault with the attitude of Jesus toward the government. This was while the ladirect onticle, lives at No. The another thought the force and that is that Jesus Christ in Francisco. Mr. a Southern Pacific per the attitude of Jesus toward the government was along the company of the minister to go ahead, and keley Mr. Webstan Prancisco of the propose of the single per the content of the propose of the single per the content of the propose of the single per the content of the case. By overstate work of Red Ministers, too, have little money and the yesterday from yesterday

etimes I think ministers have the the Call building. est calling of preaching principles as Chatham street, sus did, and I question whether thes and not have the active work of D. D. Schanck, of stepal campaign to the lafty, ond, and her father, to the question with you for you guests at the Hotel ond, and her father, guests at the Hotel

or conclusion. Tousimaster Barbon Ellis streets, which riked the speakers gracefully on be Schaeker Mr. Carignition of the people of Rochester, and this in Santa Rosa, one that the Army's loss in \$ 1600 or the people of recencive, this in Santa Rose, one between \$150,000 and \$20 banqueters dispersed, long or orists, tral headquarters in Mission street and local Shriners received a telegram to-night about thirty institutions, including shelt-from H. A. Collins, of Toronto, importal po-

He favors donating \$25,000 to the relief

ount above \$3,000,000; another, basing th isco business last year, upon an asson

Concerning the announcement made by co

FILLING CAR WITH GOODS

Grocers Give Food for Earthquake Victims.

MONEY IS GIVEN

Thousands of Dollars for

San Francisco. FOUR FUNDS UNDER WAY

Chamber of Commerce, Mayor Cutler, Red Cross and Bishop McQuaid Are All at Work-Henry A- Strong Heard From-No Im-

mediate Danger From Disease 1-9-1 While anxiety as to the safety of relatives and friends in San Francisco and other cities and villages in the vicinity, is still at high tension in this city, the attention of the public has been drawn to relief measures, and the funds are grow railed measures, and the funds are growing with sufficient rapidity to show that Rochester will be abreast of other cities of its class in the amount given. There are now four funds being made up in this city, by Mayor Cutler, the Red Cross, the Chamber of Commerce and Rishop McCould The Chamber of Commerce has the could be compared to the country of the country o

Quaid. The Chamber of Commerce has also undertaken the work of securing enough provisions and other necessities to fill two cars to be attached to-morrow or Tuesday to the special train of the American Relief Association.

Treasurer Percy R. McPhail, of the local branch of the Red Cross, yesterday requested Mayor Cutler to continue the collection of a fund to be forwarded direct to the Mayor of San Francisco by the

Mayor of Rochester. After he had re-

Day of Activity.

Secretary Ives, of the Chamber of Com merce, never put in a busier day than yes-terday. From early morning until long after nightfall ne was at work collecting relative to relief measures and in urging tribute enough at an early hour to-morrow moraling to fill the remaining space in the first car and the second car. When the first request was made Friday

night, it was announced that only articles of food were wanted, and that clothing was not desired. A telegram from Louis E. Cooke, of the American Relact Associa-

Will Pay All Claims. Milton Clark Company, Insu

slam Temple of that city. He will rende

agents, received advices yesterday to the

Mayor Arranges For Two Cars and Wants Contributions Donations by Request.

Mayor Cutler has made arrangements Mayor Cutler has made arrangements to send provisions from this city to the San Francisco sufferers at once. A relief train is to be started through from New York to-morrow night, and the mayor has arranged to attach two carloads of provisions to the train as it passes through Rochester. To do this will require generous donations by Rochester merchants and the public and it is ester merchants and the public, and it is imperative that these contributions of food and canned goods be delivered at the Kent street freight house to-day.

The mayor last night received a tele-gram from Louis E. Cooke of the Ameri-can Rellef Association in New York as

follows:

His Honor the Mayor, Rochester, N. Y.
Arrangements are being perfected whereby a special express re-lef train conveying contributions of all kinds, including
jendy cash and currency, will leave here
Sunday riight over the New York Central
and Lake shore roads en route to San Francisco, bearing such relief as the many
thousands of sufferers require in San Francisco and along the Pachic coast.

Reveral cities have aircady signified their
intention to join this universal organization of relief. Will you kindly take up
this subject with your citizens and through
the local press invite hearty co-operation
and if possible lave an express car loaded
and ready to attach to this special train
as it passes through your city, due notice
of which will be conveyed by the American Rollef Association in New York and
through the railway officials who have
kindly agreed to furnish the special free
of all charge. Any further information
you may require on this subject will be
cheerfully given.

No. 25 West Thirty-fourth street Naw

No. 25 West Thirty-fourth street, New

As soon as Mayor Cutler had read the telegram he telephoned to Secretary John M. Ives of the Chamber of Commerce, and after a conference decided to invite the people of Rochester to co-operate in an effect to fill two cars with food and provisions to be attached to the specia train. Mayor Cutler urges that all people who are willing to contribute to the ehipment get in touch with Mr. Ives, as the time is too short for him to get in touch with them. No clothing and no perishable goods of any kind are wanted.

The mayor has arranged with the New 10-day, when requested to do so,

Louis E. Cooke, Esq., 25 West 34th st., New York city: New York city:

Answering tolegram, will larve two cars
loaded and ready for relief train Sunday
right. Attangements in bands of Rochester Chamber of Pomeroe. Fease wire
time of arrival circl. John M. Ivas, Seeretary.

JAMES G. CUTLLER, Mayor.
Food and provisions are wanted as follows: Canned goods, soups, salmon,
corned beef, roast beef, sardines, baked

beans, ilma beans, string beans, butter milk, evaporated cream; provisions and candles, matches, soap, sugar, tea, cor

One of the contributions which the re hef train will take from this city will be \$14.85, which was raised by some chilward. Hearing of the steps which were being taken to raise money, these children yesterday made some candy, which they sold to residents near their home, and last evening the above mentioned sum was turned over to those in charge of the contributions

At request of the Red Cross Society Mayor Cutler has again consented to receive contributions to the San Francisco sufferers. To-day the mayor received the following from Treasurer Percy R.

Cross:

"Rochester, N. Y., April 20, 1906.

"Hon. James G. Cutler, Mayor, Rochester, N. Y.;

"My Dear Mr. Cutler—The Red Cross Boolety, which I happen to represent as treasurer of the local branch, will do all in its power to render what assistance it can toward the sufferers in San Francisco and other parts of California, but I believe that any appeal coming from you would result in larger returns from the public, and we shall be very grateful for whatever assistance you may be able to render.

"I do not think that in such an awful calamity as this it is necessary for the Red Cross to assume all the collection of funds for the purpose of relieving those people, and it would hasten the assistance needed if you would secure through your efforts all the funds possible, for that purpose. Let the Red Cross Society act in conjunction with you."

"Very truly yours,
"P. R. McPhail,
"Tressurer Local Branch
"Red Cross Society."
Upon receiving the above Mayor Cut-

Erancisco.

"In view of the request of the Red Cross Society, that I shall continue my efforts, and of the other circumstances stated. I will be glad to have it announced that I solicit from the citizens of Rochester, who desire to contribute to a fund to be forwarded direct to the Mayor of Son Francisco, from the Mayor of Rochester, gifts of money for this purpose, which will be duly acknowledged in the daily press.

"Among the amounts received this morning are \$10 from the Rt. Rev. Bishop MeQuald; \$25 from W. C. Smith; \$25 from I. M. Ludington; \$100 from T. F. Adkin; \$10 from Josephine Shatz; \$10 from C. A. Tucker; \$5 from Walter W. Bickford and \$1 from H. M. Van Etten, Mornvis, N. Y. Granger A. Hollister sloy; J. Aronson \$5.

"As wha announced in the morning papers, I have requested the co-operation of the Chamber of Commerce to load two cars with provisions, adapted to transportation, to be sent on a special relief train which will go through Rochester Standay, (to-morrow) night, Contributions for this purpose should be sent direct to the Secretary of the Chamber of Commerce, Mr. Secretary Ives at the Chamber of Commerce this morning said that the subsecription list which

Secretary Ives at the Chamber of Com-merce this morning said that the sub-scription list which was opened yester-day was growing steadily and that al-ready about \$2,500 had been received. He further stated that Curtice Brothers Company and several of the wholesale-greers of the city had sent contribugrocers of the city had sent contribu-tions to the Central freight station to be forwarded on the cars which will leave the city on Monday, amounting to about \$1,500. He said that he believed that enough stuff to fill two cars will be contributed before the cars are ready to start. Mr. Ives has telegraphed to New York to know if any clothing or anything besides food is wanted.

RESPONSE IS GENEROUS

Contributions Coming in Fast to Treasurer McPhail of the Red Cross Society.

Following the appeal of the Red Crossociety contributions are coming in rapid-y. Percy R. McPimil, treasurer of the ocal branch of the society, announces the

change, \$500; Stephen C. Truesdale, \$10; George Truesdale, \$10; Frederick J. Tun-Stern & Co., \$500; Mrs. Isaac Ghbbard, \$20; Max Lowenthal, \$100; Louis Lowenthal, \$100; Union Clothing Co., \$200; Spader & Perkins, \$250; Moore & Mills, \$10; William S. Gifford, \$10; Walter L. Williame, \$10; Chas. P. Boswell, \$10; Mrs. E. J. Beeber. \$10; G. C. Buell, \$100; W. D. Ellwanger, \$25; D. S. L. Ellsner, \$25; Jacob Abeles, \$10; Louis P. Newhafer, \$5; S. Schwarzschild, \$5; Morris H. Benjamin, \$5; Osborne Ashley, \$5; L. L. Mincer \$1; Oscar Stephany, \$1; Egbert F. Ashley Co., \$25; Jacob G. Rosenberg, \$25; Alexander Prentice, \$50.

Chamber of Commerce Subscriptions.

nounces that the company will transmit free domestic messages relating to the relief of sufferers at San Francisco when offered by duly constituted relief organiie officers in their official capacity. When destined to San Fran-cisco such messages will be subject to such delay as the conditions at that point impose.

Union Pacific Railroad Action.

Michael Doyle to-day received from the Union Pacific Railroad the following

"Answering your to Needham. Yes, we will carry relief supplies to San Francisco free. Preferred that until relief organization is perfected supplies be consigned to General Funston or mayor of San Francisco.

"R Tenbroeck "General Eastern Agent."

Receives Telegram From Mother. E. Frank Brewster yesterday received

PROVISIONS TO SAN FRANCISCY

FROM ROCHESTER PUBLIC

Mayor Arranges For Two Cars and Wants Contributions of Provisions to Fill Them=Donors Must Act

Promptly==Mayor Again Taking Cash

Mennerchor Will Aid.

She and her party were sare in Oakland, Mr. Brewster received a telegram several days ago-garing that 1 to mother was a telegram dated at Seara-ments from her son, W. J. Webster, and the and his family are safe in Provisions to Fill Them=Donors Must Act

Promptly==Mayor Again Taking Cash

Mennerchor Will Aid.

She and her party were sare in Oakland, Mr. Brewster received a telegram several days ago-garing that 1 to mother was a telegram dated at telegram several days ago-garing that 1 to the muncipal nuthor-files at San Francisco of the Archbidshop of San Francisco of the Calculation of the december of the Calculation of the Archbidshop of San Francisco of the Archbidshop of San Francisco of the Calculation of the Archbidshop of San Francisco of the Archb

It was announced this morning that the Rochester Maennerchor contemplates giving a big concert in the near future for the benefit of the San Francisco suf-ferers. Definite plans for it will be an-

Will Ship Contributions Free

The Lehigh Valley Rallroad has in mormed Mayor Cutler that it will ship, free of charge, as far west as the Misor material sent through authorized r

ROCHESTER TO RESPOND GENEROUSLY TO APPEAL FROM SAN FRANCISCO

Through the organized effort of the Rochester Chamber of Commerce, the lo-cal branch of the Red Cross society and fraternal organizations. classes of Rochester citizens are making generous response to the call of Mayor Cutler for supplies and funds for the lef of the sufferers from are and earthuake in San Francisco. Secretary Ives, f the Chamber of Commerce, announced his morning that the Chamber of Com-nerce relief fund had mounted to \$5,550, which with the Red Cross fund makes \$7,100 in all and that before night it was expected there would be sufficient supplies at the Kent street freight house to fill at least one freight car, all gath-ered through the efforts of the chamber from local business men. President Reb cal business men. President Rob-Badger, of the chamber, telempany, with which he is identified would be a wagon load of canned goods of all descriptions. The wholesale groc-ory establishments of the city have rude ollar contributions and from the dry oods stores have come comfortables, edding of all descriptions, towels and maps. The hardware stores have do-

Contributions of Money.

tid knives and forks.

rday in the hands of the secretary reasurer of the society Percy McPhail, resident of the Merchants' bank, are to e added the following contributions, nounting to \$976, received this morning Union Clothing company, \$200; George C. Buell, by telegraph from Mexico, \$100; W. D. Ellwanger, \$25; Dr. F. L. Elsner, \$25; Jacob Abeles, \$10; F. Schwarzeinid, 5: Spader & Perkins, \$250; Moore & Hills, \$10; William F. Gifford, \$10; Moris A. Benjamin, \$5; L. L. Mincer, \$1; ishorn Ashley, \$5; Oscar Stephany, \$5; Irs. Isauc Gibbard, \$20; Max Lowenthal,

ens will be called upon for subscrip

mail this morning at the office Mayor Cutler: T. E. Atkins, \$100; I. M. Luddington, \$25; W. C. Smith, \$25; W. A. Tucker, \$10; Josephine Shatz, \$10; H. W. Van Etten, \$1; Bishop McQuaid, \$100; Granger C. Hollister, \$100; J. Aron-

A special relief train to be run through G. D. Butler, local manager of the Supplies will have been gathered at the Kent street station to fill two freight cars that will be added to the train.

Things That Are Needed.

Secretary Ives says that what is wantand other things that can be packed into small space. The list includes condensed wilk, evaporated cream, tobacco, rolled ats, salt in small bags, cheese, rice, codfish, candles, matches, soap, sugar, tea, coffee, ham, bacon, knives, forks and drugs. Wholesale and retail dealers who bave wagons are requested to send what a secure one by communicating with ceretary Ives at the Chamber of Compared to handle all such freight free of

arge, The Western Union and Postal Telegraph companies, through their local managers, amounce they will tran air, free of charge, all domestic messages re-lating to the relief of sufferers at San Francisco when offered by duly consti-tuted relief organizations or public offi-cers in their official capacity. When destined to San Francisco, such messages will be subject to such delays as the conditions at that point unpose,

Various fraternal organizations are contributing to the aid of sufferers.Rochester tilty lodge, K. P., donated \$25 at a meeting last night and Hi-o-ka-too tribe of Red Men, \$25. The checks were

Corporations Are Gonerous.

J. P. Henry, Rochester manager of the J. P. Henry, Rochester manager of the Wells-Pargo Express company, an-nounces that his company will forward supplies or money free of charge. W. C. Burnette, 229 Powers building, general agent for the General Accident Assurance corporation, aunounces that his company has wired the San Fran-cisco Relief committee to draw on the company for \$1,000. company for \$1,000.

The Lehigh Valley company notifies mayor it will send supplies for ellef agencies to any transfer point east

This morning Mayor Cutler sent a desch to the American Relief Asso. under whose direction the relief Association, under whose direction the relief train is to start, saying two carloads of supplies would be ready here Sunday night. Secretary MePhail, of the Red Cross, went a company of the Red Cross, norning, asking him to make formal apbutions to the relief fund. Mayor Will Receive Money.

The mayor then made the following

Cross society, I will be glad to have it announced that I solicit from the citizens of Rochester, who desire to contribute to a fund to be forwarded direct to the mayor of San Francisco, from the mayor of Rochester, gifts of money which will

be duly acknowledged in the daily press.
As announced in the morning papers,
I have requested the co-operation of the
Chamber of Commerce to load two cars
with provisions, adapted to transportation to be seen. on, to be sent on a special relief train which will go through Rochester on Sun-day, (to-morrow) night. Contributions day, (to-morrow) night. Contributions for this purpose should be sent direct to he secretary of the Chamber of Comerce, John M. Ives."

Until noon to-day the following sub-scriptions had been received at the amber of Commerce

Baush & Lomb, \$1,000; a friend, \$1,000; Burke, FitzSimons, Hone & Co., \$500; Howe & Rogers, (more if needed), \$300; Lewis P. Ross, \$200; Edward W. Peck, \$100; H. B. Graves, \$100; Barnard & Simonds, \$100; Louis Lowenthal, \$100; J. J. Mandery, \$100; I. J. Fisher Furniture Co., \$100; Morgan Machine Co., \$100; McCurdy & Norwell, \$100; Matthews & Boucher, \$100; A. P. Little, \$100; Michael Doyle, \$100; H. C. Kimball, \$50; Johnson & Lund, \$25; Philip Present, \$25; G. & C. Schminke, \$25; Bingeman & Baxter, \$20; Dr. R. G. Cook \$10; C. W. G. & C. Schminke, \$25; Bingeman & Baxter, \$20; Dr. R. G. Cook, \$10; C. W. Trotter, \$10; S. B. Perkins, \$10; Mrs. Josephine Gordon, \$5; George W. Rafter, \$5; H. W. Butler, \$1; Curtice Brothers, canned goods for Rochester relief car, 00; Brewster, Crittenden & Co., goods or relief car, \$250; Brewster, Gordon & co., \$250; Smith, Perkins & Co., \$250; isorge C. Buell & Co., \$250; Riley &

Dietrich, two bags of beans.

Blahop Riordan's Appeal. Bishen McQuaid has sent the following etter to all the pastors in his diocese: Rochester, N. Y., April 20, 1906.

Rev. Dear Father—I have just received from his Grace the Most Rev. Archbishop of San Francisco, the following telegram: Chicago, April 20, 1906.

"Rt. Rev. Bishop McQuald, Rochester:
"In the hour of our great distress I appeal to you to ask the assistance of your parish and people by means of a collection in the churches of your diocese. The sad lews reached me here on my way to Baltimore. I return at once to California. The work of fifty years is blotted out.

Fraternities Send Money. Rochester Eagles have donated \$100 and Corinthian Temple lodge, F. and A. M., \$50 for the relief of the sufferers. Mayor Cutler will turn over all the contributions sent to him to Secretary McPhall of the Red Cross. The Bausch & Lomb Optical com-

pany has received word that the building in which its merchandise was carried, was burned to the ground with all its contents. The value of the stock was

George Eastman, of the Eastman Kodak company, fixes the loss at \$50,000, entirely on merchandise and fixtures. The loss is fully covered by insurance. The Miller Cabinet company, 336 St. Paul street, may have lost a carioad of goods sent to San Francisco two weeks

The clothing manufacturers have no branch houses in Sun Francisco but all had customers. The indirect loss to the clothing manufacturing industry of Rochester will therefore be large.

Insurance Company Plaus. The Milton Clark company has re elved word that the foreign insura California claims that are proven and to

waive the "by act of God" clause Concerning this announcement Presi-cent Eugene Satterice, of the Rochester German Insurance Company, says the by act of God" clause cannot be legall;

surance coi any has not been estimated premiums and its San Francisco business

Michael Doyle has received a telegran from R. Tenbroeck, general eastern agent of the Union Pacific railroad, stat-ing that the company will send relie-supplies free. Until relief organization is perfected, it is suggested that supplied

RELIEF FROM ROCHESTER

Two Carloads of Provisions for San Francisco.

OFF SUNDAY NIGHT

Mayor Appeals to All to

MONEY IS SUBSCRIBED

Chamber of Commerce Has Already ester Persons Among Heavy Losers in the Stricken City. Losses.

Immediately upon the receipt of a telegram from one of the officers of the Δ merican Relief Association, between 7 and 8 o'clock last night, Mayor Cutler took step. and provisions from this city for the re

Several cities have airendy signified their

As soon as Mayor Cutler had read the

the time is too short for him to get in touch with them. No clothing and no perishable goods of any kind are wanted. As the special train will arrive in this city probably early Monday forenoon, con-tributions should be delivered at the Kent street freight house to-day in order that the cars may be loaded to-morrow.

Cars Will be Ready. As soon as Secretary Ives was informed

ima beans, string beans, butter corn, aucotash, peas, condensed-evaporated cream; provisions and i luneous, hams, bacon, rolled oats, L small bags, cheese, rice, codfish, ca matches, soap, sugar, tea, coffee, to

*Chamber of Commerce Func

started by the chamber was made Charles P. Ford. Henry B. Hatha urged that any action taken be taken

Salvation Army Loss.

Adjutant Heift, of the Rochester branch of the Salvation Army, reports that the Army's loss in San Francisco is

between \$150,000 and \$200,000. The cer

Helft says that he will forward to Cole

nel French any relief contributions he receives for that purpose. Patrick H. Galvin, Harvey E. Moyni-han and ohn D. McGuire are looking for

Received \$2,300 and the Red Cross Also has Charge of a Fund-Roch-

pents preliminary to the shipment went

the temperature was as follows:

Arrangements are being perfected whereby a special express relief train conveying contributions of all kinds, including ready cash and currency, will leave here Sunday night over the New York Central and Lake Shore roads on route to San Francisco, bearing such relief as the many thousands of sufferers require in San Francisco and along the Pacing coast.

Several cities have already signified their intention to join this universal organization of relief. Will you kindly take up this subject with your citizens and through the local press invite hearty co-operation and it possible have an express car loaded and ready to attach to this special train as it passes through your city, due notice of which will be conveyed by the American Relief Association in New York and through the railway of iclais who have kindly agreed to furnish the special free of all charge. Any further information you may require on this subject will be cheerfully given.

No. 25 West Thirty-fourth street, New York

No. 25 West Thirty-fourth street, New York

of the hall is given them for one night they will put on boxing and wrestling bours and other feats of strength and a good vaudeville bill. Everyone on the programme would be a volunteer, and no person connected with the affair would receive a cent. The Chrystal Athletic Cimb has volunteered to provide the ring gloves and mat. If a hall is obtained the three promoters want Mayor Cutler to appoint

Some Rochester Losses.

George Eastman of the Eastman Kodak Company, said yesterday that his com-pany's loss would amount to about \$50, 000, entirely on merchandise and fixtures.

As soon as Secretary Ives was informed as to the telegram he placed the matter before Freight Agent F. S. Tanger, of the New York Central. Mr. Tanger agreed to have one car, or two if required, at the Kent street freight house to-day, ready to receive contributions as rapidly arrived. Wholesale and retail a rare especially urged to contribut shipment, as comparatively large 4 will be necessary in order to fill P but contributions from others will be fully received. Persons or firms their own wagons or conveyances quested to deliver their contribut the Kent street freight house, but League:

the Kent street freight house, but goods cannot be delivered. Secretal will send for them to-day, when re to do so.

Food and provisions are wanted to the control of the stock myour salmon.

Food and provisions are wanted to the control of the stock myour salmon.

If I remember thee not above my chief joy the control of the stock myour salmon.

If I remember thee not above my chief joy the control of the stock myour salmon.

If I remember thee not above my chief joy of the The fables were dotted at brief inter my, said vals with huge bouquets of red, pink and, for advelow tulips and carnations of white lai meshe of the table, that adjoining the ink that and red. One table, that adjoining the ink that and sentemen accompanied by ladies hat they and sentemen accompanied by ladies hat they are sex enjoyed the banquet, taking quite at sex enjoyed the banquet, taking quite at inuch interest in the speeches as their of No. brothers.

Already, as a result of a special me of the trustees of the Chamber of merce at noon yesterday, \$2,300 has subscribed for the aid of the peops San Francisco, and the chamber as ready to receive contributions from sources, of large or small amounts, it will turn over to the Red Cross ciety. There was a good attendance a meeting, at which Robert A. Badger sided.

A motion that a subscription list started by the chamber was made. Charles I'. Ford, Henry B. Hather the dinner was served, icisc, after which the dinner was served, icisc, after which the dinner was served.

Toastmaster Barbour's Remarks.

A motion that a subscription but started by the chamber was made Charles F. Ford. Henry B. Hathanged that any action taken be taken mediately. At a meeting of the Brew Association our Thursday night, he subscriptions had been received, and stenday morning \$500 was sent to Mayor, to be forwarded to the proper thorities. John M. Ives, secretary of chamber, said that an invitation to be the Mayor, but that he was not at to attend it.

It was decided that the list should kept by Mr. Ives, and any persons wit desire to make their contributions through the Chamber of Commerce may give the or send them to him. The resolution if the effect that the chamber undertake the work follows:

Besolved, That a subscription be going and that the may be taised by add over to the Red Cross Society.

It was moved by Daniel B. Murphy that the chamber send a telegram of sympathy and offer of assistance to San Francisco. The telegram that was sent follows:

Hen. Engene E. Schmitz, Mayor of San Francisco. The telegram that was sent follows:

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Contributions for Sufferers.

The various fraternal organizations are contributing to the sid of sufferers.

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The various fraternal organizations are contributing to the sid of sufferers.

The various fraternal organizations are contributing to the side of the contribution to the side of the contribution to the same of the same ware ten years ago, and no one may were ten years ago, and no one may were ten years ago, and no one may were to year ago, and no one may were to year ago, and no one may were to year ago, and no one may were ten years ago, and no one may one the same of the standard the same of the same ten years ago, and no one may were ten years ago, and no one may one t

(Continued on Page Ten.) He fave. ____ to the relief of lalam Temple of that city. He will render

Will Pay All Claims.

The Milton Clark Company, insurance agents, received advices yesterday to the

are the Northern Assurance

Various rumors as tothe losses sustal: by the Rochester German Insurance Company may been current, but they are all exag-generated, it is believed, one report fixed the unt above \$3,000,000; another, basing th claco business last year, upon an assum

Concerning the announcement made by contain companies that they would waive the "by act of God" clause, President Eugene Satteries, of the Rochester German Insur-

FILLING CAR WITH GOODS

Grocers Give Food for Earthquake Victims.

MONEY IS GIVEN

Thousands of Dollars for San Francisco.

FOUR FUNDS UNDER WAY

Chamber of Commerce, Mayor Cutler, Red Cross and Bishop McQuaid Are All at Work-Henry A- Strong Heard From-No Immediate Danger From Disease

-tain tives and friends in San Francisco and other cities and villages in the vicinity, is still at high tension in this city, the attention of the public has been drawn to relief measures, and the funds are growing with sufficient rapidity to show that Rochester will be abreast of other cities of its class in the amount given. There are now four funds being made up in this city, by Mayor Cutler, the Red Cross, the Chamber of Commerce and Rishop Mc-Quaid. The Chamber of Commerce has also undertaken the work of securing enough provisions and other necessities to Tuesday to the special train of the Ameri-

Tuesday to the special train of the American Relief Association.

Treasurer Percy R. McPhail, of the local branch of the Red Cross, yesterday requested Mayor Cutter to continue the collection of a fund to be forwarded direct to the Mayor of San Francisco by the Mayor of Rochestor. After he had re-

ctizensh., is that condition of action that makes us seek the welfare of action that makes us seek the welfare of action that makes us seek the welfare of the community even at the risk of our the community even at the risk of our cisco, and in acknowledging the receipt of contributions, in answering telephone calls who stands among the leaders of the who stands among the leaders of the American bar; I think I might say the was also the condition of the American bar; I a may was only three-quarters fell. It is hoped leader of the American bar; a may was only three-quarters fell. It is hoped leader of the American bar; a may the was only three-quarters fell. It is hoped leader of the United States government in imprinted enough at an early nour to-morrow ed the United States government in imprinted enough at an early nour to-morrow when the trist car and the second car, C. Carter of New York City."

When the first request was made Friday light, it was announced that only articles.

Hon. James C. Carter's Speech. Light, it was amounted that only a had been assigned to a rather difficult. Cooke, of the American Report Amark, that of speaking on "The Nationalon, received list night."

sible, or as soon thereafter as convenient. Promptness is desired now, if ever, Secretary Ives said last night.

Donations by Request.

Mayor Cutler has made arrangements to send provisions from this city to the San Francisco sufferers at once. A relef train is to be started through from New York to-morrow night, and the mayor has arranged to attach two car-loads of provisions to the train as it passes through Rochester. To do this will require generous donations by Rochester merchants and the public, and it is imperative that these contributions of food and canned goods be delivered at the Kent street freight house to-day. The mayor last night received a tele-

gram from Louis E. Cooke of the American Relief Association in New York as

follows:

His Honor the Mayor, Rochester, N. Y.
Arrangements are being perfected wherely a special express relef train conveying contributions of all kinds, including
rendy cash and currency, will leave here
Sunday night over the New York Central
and Lake shore roads en route to San Francisco, bearing such relief as the many
thousands of sufferers require in San Francisco and along the Pacific coast.

Several cities have already signified their
intention to join this universal organization of relief. Will you kindly take up
this subject with your citizens and through
the local press invite hearty co-operation
and if possible have an express car loaded
and ready to attach to this special train
as it passes through your city, due notice
of which will be conveyed by the American Relief Association in New York and
through the railway officials who have
kindly agreed to furnish the special free
of all charge. Any further information
you may require on this subject will be
cheerfully given.

LOUIS E. COOKE.

No. 25 West Thirty-fourth street, New York city.

As soon as Mayor Cutler had read the telegram he telephoned to Secretary John M. Ives of the Chamber of Commerce, and after a conference decided to invite the people of Rochester to co-operate in an effort to fill two cars with food and provisions to be attached to the special train. Mayor Cutter urges that all people who are willing to contribute to the the time is too short for him to get in touch with them. No clothing and no perishable goods of any kind are wanted.

The mayor has arranged with the New ered. Secretary Ives will send for them to-day, when requested to do so.

Louis E. Cooke, Esq., 25 West 34th st.,

New York city:
Answering telegram, will have two cars
loaded and ready for relief train Sunday
right, Arrangements in hands of Rochester Chamber of Commerce, Please wire
time of present

time of arrival circut. John M. Ives, Secre-tary. JAMES G. CUTLER, Mayor. Food and provisions are wanted as fol-lows: Canned goods, soups, salmon, corned beef, roast beef, sardines, baked beans, lima beans, string beans, buttmilk, evaporated cream; provisions and miscellaneous, hams, bacon, rolled oats, salt in small bags, cheese, rice, codfish, candles, matches, soap, sugar, tea, cof-

One of the contributions which the re-Hef train will take from this city will be \$14.85, which was raised by some children living on Troup street in the Third ward. Hearing of the steps which were being taken to raise money, these chil-dren yesterday made some candy, which they sold to residents near their ho and last evening the above mentioned sum was turned over to those in charge the contributions,

At request of the Red Cross Society seive contributions to the San Francisco sufferers. To-day the mayor received the following from Treasurer Percy R. McPhail of the local branch of the Red

Cross:

"Rochester, N. Y., April 29, 1906.

"Hon. James G. Cutler, MayGr, Rochester, N. Y.:

"My Dear Mr. Cutler,—The Red Cross Society which I happen to represent as treasurer of the local branch, will do all in its power to render what assistance it can toward the sufferers in San Francisco and other paris of Chiffornia, but I believe that any appeal coming from you would result in larger returns from the public, and we shall be very grateful for whatever assistance you may be able to render.

"I do not think that in such an awful calamity as this it is necessary for the Red Cross to assume all the collection of fundo for the purpose of relieving those people, and it would hasten the assistance needed if you would secure through your efforts all the funds possible for that purpose. Let the Red Cross Society act in conjunction with you.

"Very truly yours."

the Red Cross Society act in conjunction with you.

"P. R. McPhail,
"Treasurer Local Branch "Red Cross Society."

"Upon receiving the above Mayor Cutler made the following statement:
"I have just received the enclosed from the treasurer of the Red Cross Society, and I have received a number of contributions this morning, with a request that I should

Francisco.

"In view of the request of the Red Cross Society, that I shall continue my efforts, and of the other circumstances stated. I will be glad to have it announced that I solicit from the citizens of Rochester, who desire to contribute to a fund to be forwarded direct to the Mayor of Snn Francisco, from the Mayor of Rochester, gifts of money for this purpose, which will be duly acknowledged in the duly press.

"Among the amounts received this morning are \$100 from the Rt. Rev. Bishep McQuaid; \$25 from W. C. Smith; \$25 from I. M. Ludington; \$100 from Josephine Shatz; \$30 from C. A. Tucker; S from Walter W. Bickford and \$1 from Josephine Shatz; \$100 from C. A. Tucker; \$5 from Walter \$100; J. Aronson \$5.

"As was announced in the morning papers, I have requested the co-operation of the Chamber of Commerce to load two cars with provisions, adapted to transportation, to be sent on a special relief train which will be sent on a special relief train which will sent such a such a such papers should be sont direct to the Secretary of the Chamber of Commerce, Mr. John M. Ives."

Secretary Ives at the Chamber of Commerce this morning said that the contributions of the commerce to the secretary of the Chamber of Commerce this morning said that the contributions of the secretary of the Chamber of Commerce this morning said that the contributions of the commerce of the commerce of the commerce this morning said that the contributions of the commerce of

ecretary Ives at the Chamber of Com merce this morning said that the sub-scription list which was opened yesterscription list which was opened yester-day was growing steadily and that al-ready about \$2,500 had been received. He further stated that Curtice Brothers Company and several of the wholesale grocers of the city had sent contribu-tions to the Central freight station to he forwarded on the cars which will be forwarded on the cars which will leave the city on Monday, amounting to about \$1,500. He said that he believed that enough stuff to fill two cars will be contributed before the cars are ready to start. Mr. Ives has telegraphed to New York to know if any clothing or

RESPONSE IS GENEROUS

Contributions Coming in Fast to Treasurer McPhail of the Red Cross Society.

Following the appeal of the Red Cros

more, \$10; First Separate Co., \$10; Michael Stern & Co., \$500; Mrs. Isaac Gibbard, \$20; \$100; Union Clothing Co., \$200; Spader & Perkins, \$250; Moore & Mills, \$10; William S. Gifford, \$10; Walter L. Williams, \$10; Chas. P. Boswell, \$10; Mrs. E. J. Beeber, \$10; G. C. Buell, \$100; W. D. Ellwanger, \$25; D. S. L. Elsner, \$25; Jacob Abeles, \$10; ouis P. Newhafer, \$5; S. Schwarzschild, 5; Morris H. Benjamin, 45; Osborne Ash-ley, 5; L. L. Min.er, \$1; Oscar Stephany, \$1; Egbert F. Ash.ey Co., \$25; Jacob G. aberg, \$25; Alexander Prentice, \$60.

Chamber of Commerce Subscriptions, Up to noon to-day the following sub-

Free Messages Relating to Relief.

G. D. Butler, local manager of the Western Union Telegraph Company, an-Western Union Telegraph Company, an-nounces that the company will transmit free doinestic messages relating to the relief of sufferers at San Francisco when When destined to San Francisco such messages will be subject to such delay as the conditions at that point impose.

Union Pacific Railroad Action.

" New York, April 21st.

"Answering your to Needham. Yes, we will carry relief supplies to San Fran-cisco free. Preferred that until relief organization is perfected supplies be consigned to General Funston or mayor of San Francisco. "R, Tenbroeck.

"General Eastern Agent."

It was announced this morning that the Rochester Maennerchor contemplates giving a big concert in the near future for the benefit of the San Francisco sufferers. Definite plans for it will be an-

mormed Mayor Cutler that it will ship. free of charge, as far west as the Mis-sisippi River, any contributions of food or material sent through authorized relief agencies.

ROCHESTER TO RESPOND GENEROUSLY TO APPEAL PE FROM SAN FRANCISCO

cal branch of the Red Cross society and various fraternal organizations, all classes of Rochester citizens are making enerous response to the call of Mayor utler for supplies and funds for ellef of the sufferers from are and earthnake in San Francisco. Secretary Ives, the Chamber of Commerce, annou ils morning that the Chamber of Cor merce relief fund had mounted to \$5,550, which with the Red Cross fund makes \$7,100in all and that before night It was expected there would be sufficient supplies at the Kent street freight house o fill at least one freight car, all gathred through the efforts of the chi rom local business men. President Rob-rt A. Badger, of the chamber, telephoned Secretary Ives this morning that de contribution of the Curtice Brothers mpany, with which he is identified, and be a wagon load of canned goods f all descriptions. The wholesale grocery establishments of the city have n

Contributions of Money.

dding of all descriptions, towels and

The hardware stores have do-

The Red Cross society relief fund is welling rapidly. To the \$635 placed yes-orday in the bunds of the secretary and reasurer of the society Percy McPhail, resident of the Merchants' bank, are to be added the following contributions, twounting to \$976, received this morning: ion Clothing company, \$200; George C s A. Benjamin, \$5; L. L. Mincer, \$1; ; Louis Lowenthal, \$100; Egbert F. dey, \$25; Louis P. Neuhafer, \$5; Alexder Pettice, \$50; Jacob S. Rosenberg,

urgent appeal for drugs had come from the stricken city and the local drug con-

ceived by mail this morning at the office of Mayor Cutler: T. E. Atkins, \$100; I. M. Luddington, \$25; W. C. Smith, \$25; C. A. Tucker, \$10; Josephine Shatz, \$10; H. W. Van Etten, \$1; Bishop McQuald, \$100; Granger C. Hollister, \$100; J. Aron-son, \$5.

cars that will be added to the train.

Things That Are Needed.

and other things that can be packed into mail space. The fist includes condenfish, candles, matches, soap, sugar, tea, offee, ham, bacon, knives, forks and frugs. Wholesale and retail dealers who Michael Doyle to-day received from have wagons are requested to send what the Union Pacific Railroad the following they can contribute to the Kent street wish to contribute, have no wagon, they wish to contribute, have no wagon, they can secure one by communicating with Secretary fves at the Chamber of Com-merce. The carting companies are pro-pared to handle all such freight free of

charge, The Western Union and Postal Telegraph companies, through their local managers, announce they will tran nit, Receives Telegram From Mother.

E. Frank Brewster yesterday received a telegram from his mother, Mrs. John destined to San Francisco, such messages will be subject to such delays as the con-

ditions at that point impose

Various fraternal organizations are ontributing to the aid of sufferers, Rochester City lodge, K. P., donated \$25 at a meeting last night and Hi-o-ka-ton tribe of Red Men, \$25. The checks were transmitted to Mayor Cutler this morn-

Corporations Are Conerous.

J. P. Henry, Rochester manager of the olls-Fargo Express company, nounces that his company will forward supplies or money free of charge, W. C. Hurnette, 220 Powers building, general agent for the General Accident Assurance corporation, onn his company has wired the San Francisco Relief committee to draw on the company for \$1,000.

The Lehigh Valley company notifies

the mayor it will send supplies for any relief agencies to any transfer point east of the Mississippi.

This morning Mayor Cutler sent a desmatch to the American Relief Association, ander whose direction the relief train is to start, saying two carloads of supplies ould be ready here Sunday night Secretary McPhail, of the Red Cross, ent a communication to the mayor this norning, asking him to make formal appeal for contributions to the relief fund

Mayor Will Receive Money.

Cross society, I will be glad to have it innounced that I solicit from the citizens of Rochester, who desire to contribute to fund to be forwarded direct to the mayor of San Francisco, from the mayor of Rochester, gifts of money which will be duly acknowledged in the daily press

As announced in the morning papers, I have requested the co-operation of the Chamber of Commerce to load two cars with provisions, adapted to transport tion, to be sent on a special relief train which will go through Rochester on Sun-(to-morrow) night. Contributions or this purpose should be sent direct to he secretary of the Chamber of Com-

Until noon to-day the following suberiptions had been received

Baush & Lomb, \$1,000; a friend, \$1,000; Burke, FitzSimons, Hone & Co., \$500; Howe & Rogers, (more if needed), 2300 Lewis P. Ross, \$200; Edward W. Peck, \$100; H. B. Graves, \$100; Barnard & Simonds, \$100; Louis Lowenthal, \$100; J. J. Mandery, \$100; I. J. Fisher Furn-tiure Co., \$100; Morgan Machine Co., \$100; McCurdy & Norwell, \$100; Matthews & ucher, \$100; A. P. Little, \$100; Mich ael Doyle, \$100; H. C. Kimball, \$50; Johnson & Lund, \$25; Philip Present, \$25; Schminke, \$25; Bingeman & Baxter, \$20; Dr. R. G. Cook, \$10; C. V. Trotter, \$10; S. B. Perkins, \$10; Mr. Trotter, \$10; S. B. Perkins, \$10; Miss. Josephine Gordon, \$5; George W. Rafter, \$5; H. W. Butler, \$1; Curtice Brothers, canned goods for Rochester relief car, \$700; Brewster, Crittenden & Co., goods r relief car, \$250; Brewster, Gordon & c., \$250; Smith, Perkins & Co., \$250; corge C. Buell & Co., \$250; Riley & Dietrich, two bags of beans.

Bishop Riordan's Appeal.

Bishop McQuaid has sent the following etter to all the pastors in his diocese

Fraternities Send Money.

Rochester Eagles have donated \$100 and Corinthian Temple lodge, F. and A. M., \$50 for the relief of the sufferers. Mayor Cutler will turn over all the ributions sent to him to Secretary

McPhail of the Red Cross.
The Bausch & Lomb Optical company has received word that the building which its merchandise was carried was burned to the ground with all its contents. The value of the stock was George Eastman, of the Eastman Ko-

dak company, fixes the loss at \$50,000, en-tirely on merchandise and fixtures. The loss is fully covered by insurance, The Miller Cabinet company, 336 St. Paul street, may have lost a carload of goods sent to San Francisco two weeks

ngo.
The clothing manufacturers have no branch houses in San Francisco but all had customers. The indirect loss to the clothing manufacturing industry of Rochester will therefore be large.

Insurance Company Plans.

The Milton Clark company has received word that the companies represented by them, propose to hold themselves in readiness to pay all California claims that are proven and to waive the "by act of God" clause. waive the "by act of God" clause.

Concerning this announcement President Eugene Satterlee, of the Rochester German Insurance Company, says the "by act of God" clause cannot be legally waived by any company. He is of the opinion that the losses due to earthqueke will not be a day any company.

The loss the Rochester German Insurance cot, any has not been estimated yet. The premiums its San Francisco business last year.

ast year.

Michael Doyle has received a telegran from R. Tenbroeck, general easter agent of the Union Pacific rallroad, stat ing that the company will send relicions that the company will send relicions supplies free. Until relief organization is perfected, it is suggested that supplies

RELIEF FROM ROCHESTER

Two Carloads of Provisions for San Francisco.

OFF SUNDAY NIGHT

Mayor Appeals to All to

MONEY IS SUBSCRIBED

Chamber of Commerce Has Air:ady Received \$2,300 and the Red Cross Also has Charge of a Fund-Rochester Persons Among Heavy Losers in the Stricken City. Losses.

Immediately upon the receipt of a telegram from one of the officers of the American Relief Association, between 7 and 8 o'clock last might, Mayor Cutler took steps in the forwarding of proband provisions from this city for the hef of the suffering thousands in Francisco, and while most of the resident of the city were sleeping, the arrange-ments preliminary to the shipment went

The telegram was as follows: The telegram was as follows:

Illis Honor the Mayor, Rochester, N. Y.

Arrangements are being porfected wherely
a special express relief train conveying con
ributions of all kinds, including ready can
and corrency, will leave here Sunday mign
over the New York Central and Lake Short
roads on route to San Francisco, bearing and
relief as the many thousands of sufferers require in San Francisco and along the Pacific
coast.

guire in San Fraucisco and along the Facine coast.

Seyeral cities have already signified their intention to join this universal organization of reflect. Will you kindly take up this and ject with your citizens and through the local press invite hearty co-operation and if possible have an express car loaded and ready to attach to this special train as it passes through your city, due notice of which will be conveyed by the American Relief Association in New York and through the railway of include who have kindly agreed to furnish the special free of all charge. Any further in formation you may require on this subject will be cheerfully given.

LOUIS E. COOKE.

No. 25 West Thirty-fourth street, New York

As soon as Mayor Cutler had read the

an effort to fill two cars with food and provisions, to be attached to the special train. Mayor Cutler urges that all people who are willing to contribute to the shipment get in touch with Mr. Ives, as the time is too short for him to get in touch with them. No clothing and no perishable goods of any kind are wanted. As the special train will arrive in this city probably early Monday forenoon, contributions should be delivered at the Kent tributions should be delivered at the Kent street freight house to-day in order that the cars may be loaded to-morrow.

Cars Will be Ready.

As soon as Secretary Ives was informed As soon as Secretary Ives was informed as to the telegram he placed the matter before Freight Agent E. S. Tanger, of the New York Central. Mr. Tanger agreed to have one car, or two if required, at the Kent street freight house to day, ready to receive contributions as rapidly as they arrived. Wholesale and retail merchants are especially urged to contribute to this the scale comparatively large quantities. shipment, as comparatively large quantities will be necessary in order to fill two cars but contributions from others will be gratefully received. Persons or firms owning their own wagons or conveyances are requested to deliver their contributions at the Kent street freight house, but if the goods cannot be delivered, Secretary Ives will send for them to-day, when requested

Food and provisions are wanted as follows: Canned goods, soups, salmon, orned, boef, roast beef, sardines, baked beaus, lima beans, string beans, butter beaus, corn, succotash, peas, condensed milk, evaporated cream; provisions and miscelbaneous, hams, bacon, rolled oats, salt in small bugs, cheese, rice, codish, candles, matches, soap, sugar, tea, coffee, tobacco.

*Chamber of Commerce Fund.

Already, as a result of a special meeting of the trustees of the Chamber of Com-merce at noon yesterday, \$2,300 has been subscribed for the aid of the people of San Francisco, and the chamber stands ready to receive contributions from any sources, of large or small amounts, which it will turn over to the Red Cross So-ciety. There was a good attendance at the meeting, at which Robert A. Badger pre-

started by the chamber was made by Charles P. Ford. Henry B. Hathaway urged that any action taken be taken im-mediately. At a meeting of the Brewers' mediately. At a meeting of the Brewers' Association on Thursday night, he said, subscriptions had been received, and yesterday morning \$500 was sent to the Mayor, to be forwarded to the proper authorities. John M. Ives, secretary of the chamber, said that an invitation to be at the meeting of the trustees had been sent to the Mayor, but that he was not able the Mayor, but that he was not able

It was decided that the list should be kept by Mr. Ives, and any persons who desire to make their contributions through the Chamber of Commerce may give them or send them to him. The resolution to the effect that the chamber undertake the work follows:

work follows:

Resolved, That a subscription be opened and that the money that may be raised be paid over to the Red Cross Scelery.

It is suggested that all public-spirited citizens who may wish to subscribe to this foud as we assume all will, send their subscriptions without any delay, making same payable to Chamber of Commerce Relief Fund, as assistance can be sent none too quickly.

It was moved by Daniel B. Murphy that the chamber send a telegram of sympathy and offer of assistance to San Francisco. The telegram that was sent follows:

Hon. Eugene E. Schmitz, Mayor of San Francisco, Cal.;
The Chamber of Commerce of Rochester, N. Y. offers to your citizens the financial assistance of our city and profoundest sympathy in the overwhelming disaster which has befallen San Francisco.

ROBERT A. RADGER, President.

30HN M. IVES, Secretary.

After the meeting the trustees present subscribed \$1,309, and later in the day one man pledged \$1,000 through Mr. Badger.

Contributions for Sufferers. The various fraternal organizations are

The various fraternal organizations are contributing to the aid of sufferers. Rochester City Lodge, No. 212, Knights of Pythias, appropriated \$25 lust night for the San Francisco sufferers.

Hi-o-ka-too Tribe, No. 74, Improved Order of Red Men, at the meeting last night voted to donate \$25 in aid of the San Francisco sufferers. The chack for the amount will be transmitted to Mayor

Cutler to-day.

J. P. Henry, Rochester manager of the Wells-Fargo Express Company, announces that his company will forward free of charge anything in the way of supplies or money intended for the relief of sufferers in San Francisco. This applies to Boyhester and also to the surrounding a Rochester and also to the surrounding

R. S. Little, Rochester manager of the Postal Telegraph-Cable Company, an-nounces that his company will transmit free domestic messages relating to the elief of sufferers at San Francisc offered by duly constituted relief organizations or public officers in their official capacity. Such messages will be subject to such delay as the conditions at that

Salvation Army Loss.

Adjutant Heift, of the Rochest. ranch of the Salvation Army, report that the Army's loss in San Francisco between \$150,000 and \$200,000. The ce real headquarters in Mission street an about thirty institutions, including shelt ers, rescue homes and missions, were deers, rescue homes and missions, were deors, rescue homes and missions, were de stroyed. Colonel French, who was a charge in the stricker city, has removes his headquarters to Oakland. Adjutan Heift says that he will forward to Colo nel French any relief contributions receives for that purpose.

Patrick H. Gaivin, Harvey E. Moyni-ian and ohn D. McGuire are looking for hall in which to give an athletic cuter-lument for the street San Francisco. They say that if the

of the hall is given them for one night they will put on boxing and wrestling bouts and other feats of strength and a good vandeville bill. Everyone on the programme would be a volunteer, and no person connected with the affair would receive a cent. The Chrystal Athletic Ciab has volunteered to provide the ring, gloves and mat. If a hall is obtained the three promoters want Mayor Cutler to appoint the box office men, the ticket takers and the persons who would handle the money.

Some Rochester Losses.

George Eastman of the Eastman Kodak George Eastman of the Eastman Kodak Company, said yesterday that his com-pany's loss would amount to about \$50,-100, entirely on merchandise and fixtures. The loss is covered by insurance. Two Rochester men, R. B. Marsh and H. G. Patrick, were employed at the San Fren-cisco office of the Eastman Kodak Com-pany, and each man had a family.

has not yet heard from its San Francisco resident manager, but there is every rea-son to believe that the stock of merhandise carried by the company it Grant avenue, in the heart of the burned district north of Market street. The stock epresented an investment of about \$30,-

William Drescher, secretary of the Bausch & Lomb Optical Company, said last night: "We are still waiting for advices. It is evident that commercial mes-sages cannot get through yet. I think that such messages have been filed, informing us as to the daily situation, and that they will be received from time to time, after The Miller Cabinet Company, of No

tables and hall furniture, may have suf-fered loss, but it was a comparatively small amount, J. Hudson Miller sail last small amount, s. Huason other san has night. The company shipped a carlon of goods to San Francisco about two weeks ago, and it may have reached the city before the earthquake, in which even

the loss will be greater. The company greatest loss will be in the small cities and villages near San Francisco.

The clothing manufacturers of this cit had no branch houses in San Francisco but all of the large manufacturers had the city of the large manufacturers had but all of the large manufacturers had but all of the large manufacturers had been supported by the city. Consequently, customers in that city. Consequently ers, although the indirect but no les eal loss may amount to thousands

News From Stricken City.

One of the touching incidents in this city relating to the San Francisco horror, was the case of Miss Ida Adair, leading woman of the Moore Stock Company. Must Adair's mother and little brother and stere were living at No. 9 Post street, San Francisco, about half a mile from the fer were living at No. 9 Post street, San Francisco, about half a mile from the postoffice in the devastated district. From the first Miss Adair had nothing on which to base hopes for their escape. Just before the last act of the matuee yesterday her suspense was in a measure relieved by the receipt of a telegram from her father stating that he had learned that their loved ones were among

Mr. and Mrs. T. T. Southwick, of No. 19 Upton park, ar safe. A telegram, de-layed forty-eight hours in transmission, was received yesterday from Mr. Southick, in which he said that he and Mrs. Southwick escaped from San Francisco on the first day, and are now with friends in Berkeley.

J. Warren Cutler received a messa vesterday saying that Harry W. Jenkins, a brother of Mrs. Cutler, and Mrs. Jenkins are safe, but have lost everything. Much anxiety is still felt concerning Mr. and Mrs. Henry A. Strong, who were at the Del Monte, Monterey. A chimney of the hotel was knocked off by the earth-

quake and fell through the roof, killing three persons and injuring several. Mr. and Mrs. Strong were accompanied Governor and Mrs. Carter, of Honolulu. Mrs. Carter is Mr. Strong's daughter. No word has been received from Mr. Strong

since the earthquake. Hears From Son

Mrs. F. B. Webster, of No. 146 Pearl street, received a telegram yesterday from her son, W. J. Webster, saying that he and his family were safe in Berkeley. Mr. Web-sier was a former resident of Rochester. For the past few years he has been manager of he California Powder Works in San Fran-

Powell, brother of Mr. San Francisco. Mr. Powell is employed by the Southern Pacific Railroad. John Ryan, a cousin of Mrs. Finn's, who is al., i in San Francisco, once lived on Charles Mann, a printer formerly employe

by the Democrat and Chronicle, lives at N 007 Post street. His house is supposed have been within the burned district. He was employed by the Commercial Publishin ony, with offices in the Call building Mrs. Levinson, of No. 98 Chatham street, Mr. Mann's mother, Mrs. Schanck, wife of D. D. Schanck, or

Weaver, Palmer & i. amond, and her fathe L. W. Carpenter, were guests at the Hotel Langham, Mason and Ellis streets, which was burned the first day. Nothing has been heard from either Mrs. Schanck or Mr. Car-penter. They had friends in Santa Rosa, one of the villages that no longer exists.

Local Shriners received a telegram to-night from H. A. Collins, of Toronto, imperial po-tentate of the Imperial Council, saying that he is in favor of calling off the annual national convention of Mystic Shriners that was to have been held at Ean Francisco this year. He favors donating \$25,000 to the relief of his final decision on the convention to-day.

Will Pay All Claims. The Milton Clark Company, insurance agents, received advices yesterday to the

effect that the foreign companies represented by them proposed to hold themselves in read-liness to pay all claims proved and to waive the "by act of God" clause. The campanies are the Northern Assurance Company, of England; the London & Lancashire, of Eng-land, and the Prussian National and Ham-burg, Bremen, of Germany. Various rumors as tothe losses sustained by the Rochester German Insurance Company

by the Rochester German Insurance Company may been current, but they are all exag-generated, it is believed. One report fixed the ount above \$3,000,000; another, basing the estimate upon the fact that the company te-ceived \$10,701 in premiums on its San Fran-cisco insiness last year, upon an assumed hasis of 1 per cent premium, at \$1,070,100.

Concerning the announcement made by co

FILLING CAR WITH GOODS

Grocers Give Food for Earthquake Victims.

MONEY IS GIVEN

Thousands of Dollars for San Francisco.

FOUR FUNDS UNDER WAY

Chamber of Commerce, Mayor Cutier, Red Cross and Bishop McQuaid Are All at Work-Henry A- Strong Heard From-No Immediate Danger From Disease

While anxiety as to the safety of rela-tives and friends in San Francisco and other cities and villages in the vicinity, is still at high tension in this city, the at-tention of the public has been drawn to relief measures, and the funds are growing with sufficient rapidity to show that Rochester will be abreast of other cities of its class in the amount given. There are now four funds being made up in this city, by Mayor Cutler, the Red Cross, the Chamber of Commerce and Rishep Mc-Quaid. The Chamber of Commerce has also undertaken the work of securing enough provisions and other necessities to fill two cars to be attached to-morrow or Tuesday to the special train of the Ameri-

can Relief Association.

Trensurer Percy R. McPhail, of the local branch of the Red Cross, yesterday requested Mayor Cutler to continue the collection of a fund to be forwarded direct to the Mayor of San Francisco by the Mayor of Rochester. After he had resived the communication, Mayor Cutler

Day of Activity.

terday. From early morning until long tribute enough at an early hour to-morrow morning to till the remaining space in the first car and the second car. When the first request was made Friday

night, it was announced that only article f food were wanted, and that clothin

To Chamber Members.

The following contributions have been received by the Chamber of Commerce:
A friend, and Bausch & Lomb Optical A friend, and Bausch & Lomb Optical Company, each \$1,000; Burke, Fliz Simons, Hone & Co., \$500; Howe & Rogers (more if needed), \$300; Lewis P. Ross, \$200; Edward W. Peck, H. B. Graves, Barnard & Simonds Company, Louis Lowenthal, Max Lowenthal, A friend, L. J. Fisher Furniture Company, Morgan Machine Company, McCurdy & Norwell, Mathews & Boucher, A. P. Little and Michael Doyle, each \$100; H. C. Kimball and J. H. Kent, each \$50; Karle Liftlographic Company, Johnson & Lund, Philip Present and G. C. Schminke, each \$25; Bingeman & Baxter, \$20; Matthews & Sorvis, Dr. R. G. Cook, C. W. Trotter and S. E. Perkins, each \$10; S. M. Benjamin, A friend, Herbert S. Draper, Max Baumann, Rev. George T. Jones, Mrs. Josephind Gordon and George W. Rafter, each \$5; A. E. Stilwell, Fairport, \$2; H. W. Butler, \$150. A. E. Stilwell, Fairport, \$2; H. W. But-ler, \$1.

For the Chamber of Commerce car contributions were received yesterday as fol-

lows:

Curtice Brothers, canned goods, \$700;
Brewster, Crittenden & Company, goods, \$250;
Brewster, Gordon & Company, goods, \$250;
Smith, Perkins & Company, goods, \$250;
Googe C. Buell & Company, goods, \$250;
W. E. Woodbury & Company, groceries;
R. A. Hamilton, groceries;
Norman C. Haynor & Company, barrel of disinfectant;
Max Baumann, condensed milk;
George Ritter, Park avenue, 10 cases of groceries; Riley & Dietrich, two bags of beans; G. B. Anthony, 120 pounds of corned beef.

Two contributions of services rendered

of corned beef.

Two contributions of services rendered were received by the Chamber of Commerce yesterday. One was that of the shipping clerk who was at the freight house to receive and check off the goods for the special cars. The other was a young man who assisted Secretary Ives in office work yesterday afternoon.

The young man went to the office of the Chamber of Commerce with a contri-

The young man went to the office of the Chamber of Commerce with a contribution of money that he had been asked to deliver, and as he turned to go asked:

"Isn't there something here that I can do to help along this San Francisco work? I'm willing to do anything."

"What is you name and where do you live?" asked Secretary Ives.

"I am C. S. Gordon and I live at No. 16 College avenue."

"Come in at 1 o'clock, and I'll have something for you to do."

Gordon reported at the appointed time and from that time until 6 o'clock was kept binsy on work connected with the relief measures.

Catholics to Raise Fund.

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Bishop McQuaid has issued the follow ing letter to the priests of the diocese relative to measures for the relief of sufferers in San Francisco:

ing letter to the priests of the diocese relative to mensures for the relief of sufferers in San Francisco:

Rochester, N. Y., April 29, 1908.

Rev. Dear Father—in have just received from his Grace the Most Rev. Archbishop of San Francisco, the following telegram:

"In the hour of our great distress 1 appeal to you to ask the assistance of your parish and people by means of a cellection in the churches of your diocese. The sad news reached me here on my way to liaitimore. I return at once to California. "he work of fifty years is blotted out. Help us to begin again.

"P. W. RIORDAN, Archbishop.

I need add little to this letter. The calamity is overhelming. In it both classes, rich and poor, suffer. The latter suffer the most, as these loss their all.

It is a duty for all citizens to de their best in relieving the more pressing wants. I request Catholics of means to join with their fellow citizens in sending money contributions directly to the mantelpal authorities at San Francisco.

In answer to the appeal of the Archbishop of San Francisco I direct a collection to be taken up on the ensuing Sunday. The money as received will be sent to the Cham. Bor of the waster will give due notice of the cellection to be taken up on the ensuing Sunday. The money as received will be forwarded to the Archbishop of San Francisco to be applied by him according to his best judgment.

Churches, schools and charitable institutions in the pourer quarters of the city, again making their homes there; their churches and institutions will have to remain in the city, again making their homes there; their churches and institutions will have to remain in the city, again making their homes there; their churches and institutions will have to remain in the city, again making their homes there; their churches and institutions will have to remain in the city, again making their homes there; their churches and institutions will have to remain in the city, again relieve their parisationers, as they certainly will, and the repense will be gener

Red Cross Subscriptions.

Treasurer Percy R. McPhail, of the Rochester Branch of the Red Cross, received the following subscriptions yester-

ceived the following subscriptions yesterday:
Stein-Bloch Company, \$1,000; Spader & Perkins, \$250; Union Clothing Company, \$200; Max Lowenthal, Louis Lowenthal, George C. Buell, each \$100; Alexander Prentice, \$50; W. N. Clark & Company, John E. Durand, Jacob G. Rosenberg, Egbert F. Ashley Company, Dr. S. L. Elsner, and W. D. Elliswanger, each \$25; Mrs. Isaac Gibbard, \$20; proceeds of sale of home-made candy by six children on Troup street in Third ward, \$15.40; Dr. E. P. Rhoads, Joseph W. Robbins, Walter L. Williams, C. P. Boywell, Mrs. E. J. Seeber, Isaac Adler, Jacob Abeles, Williams S. Gifford and Moore & Mills, each \$10; "cash," Louis P. Newhafer, S. Schwarzschild, L. Menlehdyke, Morris H. Benjamin and Osborne M. ley, each \$5;

The following hard of the chamber of Commerce iast night:

At a special meeting of the chamber held friday noon, April 20, 1906, it was unanimously resolved that this chamber extend immediate relief to the houseless chizous or San Francisco, and to that end the secretary was empowered to receive subscriptions and to turn same over to the Red Cross Society. It is expected and believed that every member of the chamber will give liberally and quickly.

John M. Ives, Secretary.

The following contributions have been secreted by the Chamber of Commerce: gested that the more promptly the contribution was sent the greater would be its value to the sufferers. Last night Lieutenant Walbridge received a telegram from Captain Miller, in which the latter suggested that the check be sent at once and the collecting be done afterward, as quick action was necessary. A check for NACO was necessary. was accordingly forwarded last

For Postoffice Employees.

Employees of the Rochester postoffice yesterday made up a purse of \$250, which Postmaster Graham will forward at once to San Francisco, to be used in the re-lief of employees of the postoffice in that

City.
The members of E. G. Marshall Wom-The members of E. G. Marshall Woman's Itelief Corps, at their regular meeting on Friday evening, voted to send \$25 to the department president of California to be used for the relief of the San Francisco sufferers. The use of the theater has been donated by manager M. E. Wolff. There will be an abundance of home talent, including an orchestra, available for the affair, an official of the Maennerchor said last night. It has been suggested, he said, that the boxes and reserved seats be auctioned off, and that plan will probably be followed. Orders for the auction may be forwarded to T. H. Boldt, No. 479 St. Paul street. The auction will take place at the theater on Thursday of this week. A special meeting will be held at 7:30 o'clock to-morrow night in Plymouth Church for the benefit of San Francisco sufferers. The Megiddo Mission Band has thousands of artificial flowers that will be placed on sale after Captain Nichois has delivered a short address. The proceeds are to go to the aid of the needy in San Francisco.

Disease in San Francisco.

Disease in San Francisco.

Considerable anxiety was manifested in this city last night over the reports coucerning the appearance of smallpox and typhold fever in certain of the parks where multitudes are quartered in San Francisco. According to the reports both smallpox and typhoid fever had appeared and conditions were "growing something awful." Several of the leading physicians in Rochester were asked last night if it was possible that either smallpox or typhoid fever had yet appeared as a result of the conditions following the earthquake and fire. quake and fire.

The physicians were all of one opinion, that it was impossible for either disease to have developed within the few lays that have passed since the first earth-

that have passed since quake last week.

"There was some smallpox in Sau Francisco at the time of the earthquake," said a Rochester physician who is a frequent visitor to that city and is acquainted with conditions there, "but the cases ed with conditions there, "but the cases are with conditions there." ed with conditions there, "but the cases had been keep under strict quarantine, There were cases in several quariers of the city, but principally among the for-eigners. Of course, with smallpox pa-tients mixing indiscriminately with other refugees the danger from that discuse is greatly increased for the time being, but if protective measures are taken promptly in the way of quarantine and vaccination, the danger will be reduced to a minimum.

"I do not believe that the immediate danger from applied fever is very great.

danger from typhold lever is very great.

If present conditions in Golden Gace
Park are continued for several weeks the
danger will be correspondingly increased,
but if the proper sanitary measures are
taken, there will be comparatively little
danger. In my opinion the greatest danger is from typus, or 'ship' fever, which
has practically disappeared from the
United States. It is caused by exposure
and lack of proper sanitary precautions. United States. It is caused by exposure and lack of proper sanitary precautions. It does not take so long to develop as typhoid and is virulent. The conditions in San Francisco are such that I should not be surprised to hear the disease has appeared there. It will take at least a week from the time of the first earthquake for it to appear. I do not believe that there is any typhoid fever in San Francisco at this time."

Bausch & Lomb's Loss.

The Bausch & Lomb Optical Company received a telegram from the manager of its San Francisco office yesterday, dated at Alameda, in which he announced that the building in which the company's branch offices were located had been burned to the cround as head and account of the country of the burned to the ground, as had several other business houses in the city. A reply was immediately sent to him to find temporary quarters for a branch office, either in Sacquariers for a branch omce, either in Sac-ramento or some city nearer San Fran-cisco, and that arrangements would be made to forward a shipment of goods as soon as posible after the temporary quarters had been rented.

Henry G. Strong, son of Henry A.

Henry G. Strong, son of Henry A. Strong, received a telegram from his father yesterday which was dated at Monterey on Wednesday last. It said: "Heavy earthquake here this morning. All well."

According to a dispatch from Los Angeles, Dr. Frank Barker, of this city, was among the refugees who arrived in that city yesterday from San Francisco.

Mrs. James B. Parquharson, of No. 245
Wellington avenue, is alarmed about her little niece, Edith Taylor, who she beleives was in San Francisco at the time of the disaster. The child's father, Mrs. Farquarharson's brother, had left the city a few days before, intending to return later and bring his daughter East.

the people, who are its true and so

Monroe County Their Relatives Anxious.

William Thompson and wife, Mrs. Ella Thompson, daughter of Mrs. M. A. Wray, of No. 542 St. Paul street, and their daughter, Ruth, whose present home is at Alameda, have not been heard from since the earthquake. Stanley Reynolds, whose home is also at No. 542 St. Paul street, and whose business headquarters is at Los Angeles, may have been in San Francisco at the time of the disaster. He has not yet communicated with Rochester relatives.

tives.

Richard J. Feinberg, son of Mrs. R. Feinberg, of No. 515 Clinton avenue north, is among the Rochester people living in San Francisco. His mother has not been able to communicate with him since the earthquake.

Mrs. Alice Kimball, and her daughter, Miss Crete Kimball, and her daughter, Miss Crete Kimball, of Chicago, formerly of this city, were sojouring in San Francisco at the time of the earthquake. They have not been heard from

Trancisco at the time of the earthquake. They have not been heard from.

Mr. and Mrs. W. W. Ross and Miss Jennie E. Wilkins, formerly of this city, were in San Francisco at the time of the earthquake. Miss Wilkins is the daughter, and Mrs. Ross is a sister of Mrs. W. H. Wilkins, of 120 Conkey avenue. Mr. and Mrs. Ross removed from this city about twenty-five years are, but have frequently. twenty-five years ago, but have frequently visited here in the meantime. Miss Wil-kins accompanied them to San Francisco two years ago.

Convention Postponed.

Dr. Frederick R. Smith, past potentate of Dumaseus Temple, A. A. O. N. M. S., received a telegram last night from Imperial Potentate Hezekiah A. Collins, of Toronto, through the imperial recorder, advising him of the indefinite postponement of the annual convention of the Imperial Council, the national body of the Mystic Shrine, because of the recent earthquake in California. The convention was to have been held in Los Angeles the week of May 7tb.

Arrangements had been made on a large

Arrangements had been made on a large scale for the event and thousands of persons in the eastern part of the country had planned to make the trip. Among the Shriners who intended to visit Los Angeles at this time were fifty Rochesterians, members of Dannascus Temple. It was expected that the pilgrims from this city would fill at least two Pullman sleepers. While the convention has been indefinitely postponed, any persons who may have arranged to make the trip and desire to do so regardless of the postponement, will be able to carry out their plans. It is understood that a large number of New Yorkers will make the trip. They may be accompanied by several Rochesterians, who will avail themselves of the op-Arrangements had been made on a large ians, who will avail themselves of the opportunity to visit San Francisco

Dr. Smith has been informed that the annual convention, divested of all social and entertainment features and for busi-ness purposes only, will probably be held in one of the cities of the Middle West, probably early in June.

To Contribute \$500.

Damascus Temple, of this city, will appropriate \$500 at the regular meeting Wednesday night next, for the relief of sufferers in San Francisco. This action has alread been informally decided upon, and only the collection of the Rechester.

make it effective.

G. D. Butles, manager of the Rochester offices of the Western Union Telegraph Company, announces that the Western Union will transmit free domestic messages relating to the relief of sufferers at San Francisco, when offered by duly constituted relief organizations or public officers in their official capacity. When destined to San Francisco such messages will be subject to such delay as the conwill be subject to such delay as the con-ditions at that point impose.

A. J. Reibling & Son Company have re-ceived assurances from all of the insur-ance companies they represent that San Francisco, losses will be promptly paid.

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