

NEWSPAPER CLIPPING SCRAPBOOKS

JULY 1903-

APRIL 1906

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Historic Scrapbooks Collection

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Thorwald Solberg
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D.S. 32720



1874

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

Mechanists	30 to 35 cents	1 x 1 1/2 per Machine Co.
Pattern Makers	40 to 50 cents	Wood 20 to 30 cents
Firemen	2 1/2 to 3 cents	Boiler 10 to 15 cents
Electricians	20 cents	Standard Electric Co.
Blacksmiths	20 to 25 cents	Chase Co.
Boilermakers	30 to 35 cents	
Bridge Workers	20 cents	Bo. Mch. Co. 20 cents
Carpenters	15 cents	W. H. Hoffman
Steam Fitters	20 to 25 cents	20 to 25 cents
Plumbers	20 to 25 cents	
olders, Iron & Brass	20 to 25 cents	each Machine Co.
Stationary Engineers	20 to 25 cents	each Machine Co.
Electrical Engineers	20 to 25 cents	each Machine Co.
Brick & Stone Masons	10 to 15 cents	each Machine Co.
Unskilled Laborers	10 to 15 cents	each Machine Co.

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merely for the purpose of defeating the
argued that a ship canal could be abso-
th its boats navigating the lake. This is
led to no consideration. In the work of

a charge of bad faith and it is entitled to no consideration. For the work of organizing an anti-barge canal campaign in every Assembly District in the state proceed. - *The Times July 9, 1903*

Administration," Fred Green, Cleveland, Ohio; "Improvements in Burials," Phillis Leeson, Sr., Paxtang, Pa.; "Concrete Construction," J. C. Seorge, Cambridge, Mass. — *Received July 3, 1901.*

Construction." J. C. Seomae, Cambridge
Mass. - *March 2, 1900*

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

At the afternoon session several addresses will be made. George W. Raft, of this city, one of the foremost civil engineers in the state, will speak on "The Barge Canal and Its Relations to the State of New York." Mr. Raft was employed on the survey for the new canal and has made a careful study of the project. His address will contain interesting figures and facts bearing on the subject. Secretary Gillespie of the State Grange, will address the convention on "The Grange and Its Relation to the Barge Canal." Among the speakers will be Senator Leavelle.

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county; Senator W. L. Brown, of Ontario, Herkimer county; Senator Benjamin Wilcox, of Auburn; Senator John

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"OUTSIDERS" ASKED TO LEAVE.

W. N. GILES.

"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 country. It should be national in character, and it will be found that the policy of the general government will be to help those who help themselves."

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

After J. A. C. Wright had said something about deep waterways, committees were announced as follows:

Organization—Senator John Raines, W. N. Giles, Ira Sharpe, Senator W. L. Brown, Senator George Aldis, L. R. Ross, S. Hooker, W. E. Dana, S. McEwan, Resolutions—Senator M. E. Lewis, Senator Benjamin Wilcox, E. H. Norris, I. Young, O. W. Litchard, F. G. Lander, J. E. McGinnis.

Recess was taken until 2 o'clock.

Afternoon Session.

At this afternoon session the committee on organization reported the following officers: President, General Wood; vice-presidents, J. B. Flieger, W. R. Jones, Frank Zoller, H. E. Cook, A. W. Litchard, George L. Wilbur, E. B. Norris; secretary, John M. Ives.

President Wood spoke briefly on the object of the convention. He spoke strongly in opposition to the proposed improvement.

Mr. McClintock's Speech.

Following is the speech of Mr. J. Y. McClintock, former commissioner of public works, prepared for the convention:

"Mr. Chairman and Members of the convention:

"This canal project is too expensive for an experiment, and is not comprehensive enough to satisfy the requirements of the times and the locality."

"The flow of Niagara river is estimated 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 conjunction and tolls should be collected sufficient to pay for its whole cost in term of years, and then its maintenance could be assured by the income from water power. While it could be made as 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 show that it is perfectly feasible to build such a river, but in order to estimate the cost and to formulate a plan for united action by the United States and the State of New York there should be another commission appointed and further surveys."

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 undertaking of such vast importance it is wise to go slow, and in the meantime the present canal should be kept in good repair."

FRANCIS G. LANDON.

by ice to the same extent as is the Hudson, but the flood of water would run all the time.

"Lake Erie is 572 feet higher than the Hudson at Troy. The distance is 330 miles, so that a fall of about 23 inches a mile would maintain a continuous current velocity of one and one-half miles per hour, leaving 558 feet of effective head for the creation of water power. The area of cross section would be 8,000 square feet, the volume of water flowing 12,500 cubic feet per second, which would develop 1,000,000 horse power. It has been demonstrated 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 per second, so that such a river could be depended upon to create 650,000 horse power continually."

"Judging from the profiles of the barge canal and the report of the United States Engineering Commission on Deep Waterways this would be distributed as follows: Lockport, \$1,000; horse power, Brighton, 74,000; Newark, 26,000; Lyons, 40,000; Savannah, 32,000; Herkimer, 26,000; Little Falls, 60,000; St. Johnsville, 31,000; Canastota, 21,000; Ponda, 21,000; Amsterdam, 21,000; Cranesville, 21,000; French Mills, 21,000; Guilderland, 25,000; Norman's Kill, 55,000; Cohoes, Troy and Watervliet, 238,000."

"The three 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 dollars."

"The barge and toll laws 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 time all of the water power could be leased at the rate of \$10 per horse power per year and so yield a direct income of \$5,000,000."

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George W. Rafter's Speech.

George W. Rafter, engineer, prepared a most exhaustive address for the convention.

Mr. Rafter said in part: "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 can not go beyond that place. This enables Buffalo with other lake points, to maintain a monopoly of the iron and steel business for all time to come, whereas, were a ship canal constructed, the whole state could participate 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, Ashtabula, etc. The development of vast quantities of the finest iron ore 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

the 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 as 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 the merchants engaged in the grain trade and the average New York merchant has satisfied himself that with a canal requiring two transshipments, one at Buffalo and one at New York, there is not only no danger of losing their 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 city, is that their merchants are mostly content to be middlemen. If it were true that the prosperity of either city depended very materially on retaining the grain trade, it would be extremely unfortunate. The real difficulty at New York has been in the past, and will continue to be in the future, that it is an expensive place to do business. The construction of a barge canal cannot in any degree make up their minds that either 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 transshipment, lightering, etc."

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J. Y. McClintock.

"That the matter of the iron trade is of extreme importance is shown by the fact that it occupies a leading place in all the arguments put forth in favor of a barge canal. Indeed, Mr. George H. Raymond of Buffalo, in an address before the Rochester Chamber of Commerce a couple of years ago, made a special point on the making of iron and steel as cheaply at Rochester as at Buffalo. The more probably explanation is that since 1850 a considerable number of ports have grown up, and railway consolidations made which render it possible to take iron and grain to Boston, Philadelphia, Baltimore, New Orleans, Montreal, etc., cheaper than it can be carried to New York, and that it is far from true to say that lack of transportation facilities by the canal are in any great degree responsible for the change which has certainly taken place."

"Moreover, it may be again pointed out that New York is an expensive place to do business, and that viewed philosophically this change in exports merely means that property at New York has become so valuable that its owners can no longer afford to utilize it in the grain business. The grain, therefore, naturally seeks less expensive ports for export, while the New Yorker, instead of crying over spilled milk and asking the state to spend a large amount of money on a canal of doubtful utility, must devote himself to other lines of business."

"As regards the present position, therefore, that of Buffalo is broader than New York's, because they at any rate

would be a paying proposition for the canal of New York to construct the Erie canal, while at New York no more can be said than that they are not only content with the middlemen's profits, but are struggling to see the trend of the commerce which has already irrevocably gone from them."

"In the report of the canal committee, considerable space is devoted to estimates of the cost of carrying grain from Buffalo to New York, and undoubtedly in the view of this committee, this is an important part of the whole business, 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 per cent. of the freight carried by the New York Central and Erie railways. In 1901 the tonnage of the New York Central was over 37,000,000 tons; of the Erie railway it was nearly 25,000,000 tons; while that of all the state canals was 2,420,000 tons. That is to say the state canals carried about one-tenth of the freight carried by these two railways. The canals, however, operate but seven months in the year, while the railways operate twelve."

"The cost of transporting a ton of freight between Buffalo and New York by the present Erie canal is, according to the report of the canal committee, 57 cents; the cost of transporting a ton with the Erie canal completed in accordance with the project of the canal committee for the use of boats 125 feet by 17-1/2 feet by 8 feet draught it will be 44 cents. For the barge canal as recommended by the canal committee the cost of transporting a ton of freight between Buffalo and New York would be, according to the estimate in its report, only 28 cents."

"The average cost of moving a ton of wheat from Chicago to Buffalo during the season of 1901 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 merely the proportion paid by the producer. Since there are no tolls on the Erie 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, \$1.00 per ton. Adding this figure to the preceding we have a cost of nearly \$2.20, which \$2.20 must be paid by somebody, either by the taxpayers of this state or by the producer. But there are no tolls on the Erie 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, \$1.00 per ton. 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**Permanent Organization Effected to Fight Efforts
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Extended Remarks by Engineers, Lawyers, Editors, Farmers and Others Who Are Against the Movement to Appropriate \$101,000,000 for Improvement of Canal—State Committee to be Appointed and Will Meet Later—Resolutions Adopted After Some Little Discussion.

there must be a sufficient tax levied
year to pay the interest and form a fund which will extinguish the principal

Commission

100



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There can be no doubt of the defeat of the 1,000-ton barge canal if the vote is brought out, and the chief purpose of the Rochester convention is thorough organization of the opposition so no voter against the project will neglect to register his opinion at the polls. Assemblyman F. G. Langdon well emphasized the necessity of bringing out the vote in his address to the delegates. "The indifference of the average voter," he said, "should be kept in mind. Several canal improvement propositions have been carried because of the indifference of the majority. The minority is always organized and the propositions are carried by an energetic 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 forth to give a full expression to the opposition to the barge proposition at the coming election.

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, agricultural fairs and other matters of direct benefit to the farmers. 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, or 25 per cent. of the state income.

The opponents of the barge canal feel that it is unjust and not business policy to saddle the state with a burden of taxation for the benefit of a favored few. It is pointed out that the farmer, the small householder, the real estate owner and the vast interests that are subject to indirect taxation are called upon to protest against an attempt to make them victims of public graft. It is maintained that the present canal falls far short of its greatest usefulness not so much on account of its lack of size or the obsolescence of its methods, as by the fact that its two ends are now controlled by the elevator monopolies and the same conditions are favored in the barge canal project.

An Improper Argument.

The Buffalo Courier says: "Efforts should be unsparring to secure the total vote here, altogether irrespective of party, for the canal enterprise. Organized labor should be especially interested, for labor in this state will receive almost the entire 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 in that a reason for throwing away upwards of two 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, who will swarm to this country in order to secure work on it. This has been advanced 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 would be a decided benefit to the state should vote for it; any one who believes otherwise should vote against it. Questions as to whether or not it would benefit a few special interests should not be seriously considered. The question to consider is whether or not it would be of sufficient benefit to the commerce of the state to warrant the expenditure it would entail. We do not believe it would be of such benefit. We believe that if the Erie Canal is to be enlarged a ship canal should be built and that the work should be undertaken by the Federal government. Hence our opposition to the barge canal scheme. *Union July 27/19*

Secretary Ives received this morning a letter from General Wood, of Mt. Kisco, who was permanent chairman of the convention recently held here, saying that the matter of the appointment of the state committee, which was left 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 out speakers.

The Livingston County Grange association 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 officers are desirous of having an anti-barge canal orator send to them. It is likely that they will not get one unless the state committee get together before August 25th. Wheatland grange also has made application for a speaker for the big picnic to be held under its management on August 25th.

The anti-barge canal people are jubilant over the fact that the dinner under the direction of the State Canal association in Utica last night proved disappointing. Only about half of the expected attendance was present. It is reported, and none of the principal speakers showed up. Among those who failed to materialize was Attorney General Cunniff.

COST OF BARGES

IS RAISED RELATIVE TO CANAL IMPROVEMENT.

ARGUMENTS FROM ALBANY

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

The big anti-barge convention, held under the auspices of the Chamber of Commerce of this city last week, has had the effect of greatly stimulating the arithmetic of the canal problem, and it is not unlikely, as a result, that the voters will have a pretty clear conception of the financial phase of the question before election day.

The convention, also, is not without its effect of 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 were raised at the Rochester convention was a vital one concerning the building of a sufficient number of 1,000-ton barges to carry the tonnage which is expected to follow the improvement, even after the canal is enlarged sufficiently to admit of their passage. Estimates for 1,000-ton barges run all the way from \$18,000 to \$20,000 each, and as these barges must necessarily be out of commission six months in each year, it is estimated 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 not considered likely that any considerable number of voters will approach the referendum without having a goodly store of the exact facts. This was ostensibly the object of the Rochester convention, and to this extent, at least, it must be considered as successful.

Among the delegates to the Chamber of Commerce convention was Secretary Jones, of the Albany Chamber of Commerce. It was noticed at the time that Mr. Jones seemed to be in a wailing 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 Albany Chamber of Commerce, which is yet marking time in the matter of canal improvement.

On his return to Albany Secretary Jones was interviewed by a representative of the Buffalo Courier, 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 candid statements which he makes in his interview with the Express, a portion of which follows:

"An invitation was sent to the Albany Chamber of Commerce to send a representative to the convention at Rochester, and I was instructed to go merely to collect all the information I could. I was elected a member of the Committee on Credentials and a vice-president solely as a compliment, and I refused to serve on the Committee on Resolutions. This complimentary action was absolutely no indication of the attitude of the Albany Chamber of Commerce."

"To tell you the truth, if I were called upon to decide this minute, I could hardly say whether I am for or against the proposition to spend \$101,000,000 on the Erie canal. I certainly believe the canal should not be abandoned, but the proposition to spend such a vast sum is a momentous problem. Our special committee has been asked to take up 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 an 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 boats 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 river channel and thus do away with the freshets at Albany, but the United States government has charge of river improvements and it has announced its intention—for the present, at least—of merely completing the dredging and clearing of the river channel. Only about half of the expected attendance was present. It is reported, and none of the principal speakers showed up. Among those who failed to materialize was Attorney General Cunniff.

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(2) That in the expenditure of any money upon the canal project, 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 1,000-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.

TROY SEEKS FOR INFORMATION.

This morning Secretary Ives, of the Chamber of Commerce, received a letter from Fred W. Orr, chairman of the Troy chamber, stating that the members of the Troy organization, 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 determined. The anti-barge canal orator will be expected to meet a pro-barge canal spokesman 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 committee 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 Pittsburgh, Pa., subsequently 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 tide-water, of the advocates of the project for canal improvement against themselves by offering to demonstrate to the people of Gotham that they are working against their own best interests in trying to promote the proposition. Mr. Platt is out with a challenge to meet any champion of the canal who may present himself in public discussion of this question, at any place in New York city, offering to defend the following propositions:

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In view, however, of the proposition that it may be difficult to raise the necessary funds, THE EVENING TIMES suggests that the anti-Canadian men begin the formation of associations, charging each member a dollar initiation fee. The sum realized from this scheme, if it is enough to enable the opponents to meet the canal, should be more than enough to defeat the grafters.

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THE BARGE CANAL PROPOSITION ASTONISHES THE CANADIANS

Interesting Facts Obtained by an Investigation of the Dominion System of Waterways.

CANALS TO BE DEEPEINED TO TWENTY FEET OVERSILLS

People Over the Border Point Out the Fact That They
Have Abandoned a System of Barge Canals Only
Two Feet Less in Depth Than the Proposed Erie
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

A few days ago a Democrat and Chronicle representative stood at the massive portals of the great canal of Saint Anne, at Lachine, at the head of the rapids of that name, nine miles above the city of Montreal. Before the American, as he glanced to the southward to the dim outlines of the distant mountains, was a suggestive scene. At his feet was a modern, high-grade macadam roadway. Just beyond and on the convent property was a little ditch scarcely twenty feet 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 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 artificial canal.

Just a little further was a wide, mighty, rapidly flowing river, and beyond, with background of mountain peaks, was a stretch of fertile landscape. To the left, 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 convent contains the relics of St. Anne and the shrine to which thousands of pilgrims annually make their way, to be healed 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 barge canal, the first artificial waterway of the New World. The stone building was the oldest house in Canada and was the first outpost of the Hudson's Bay Company, while its companion in age and in reverence was the famous LaSalle House, the scene of a great Indian massacre; the artificial power river was one of the abandoned ten-foot Canadian barge canals, now doing duty as a power race in aid of modern industries.

Close beside it extends the magnificent eighteen-foot Lachine ship canal, down which, as the American vessel in the river, not only passed the maritime commerce of the great Canadian Northwest, but American vessels bearing unbroken cargoes 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 Lachine Rapids, to mingle with the waters of the arm of the sea at Montreal, nine miles below.

The brief glance had taken in the history of Lower Canada, from the first trading 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 supremacy of Buffalo, as well as the Greater New York and other American ocean ports.

Then it was that the bosom of the American visitor swelled with pride, as he looked across the distant and dim mountain peaks far into the distance and as dim future and realized that his grandchildren might, by the grace of a couple of generations of politicians and contractors, see miles to the southward of Rochester, a twelve-foot, 1,000-ton barge canal tediously transporting, after the manner of the ancient Canadians, broken cargoes of grain from the elevators of Buffalo, to be again broken and shifted to ocean-going vessels at New York.

A Mission of Inquiry.
"Visit every canal in the Canadian system, from Port Colborne at the head of the Welland canal on Lake Erie to the locks of the ocean liners at the port of Montreal; 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 system; 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 proposed canal systems of Canada on the Dominion's industry and prosperity, and finally and incidentally, but

thoroughly, sound Canadian opinion on the proposition to begin the construction of a twelve-foot, 1,000-ton barge canal through the state of New York by the initial expenditure of \$101,000,000, and the probable expenditure of three times that amount before the completion of the improvement.

Such were the instructions which had been given to the contemplative American, as commissioner of the Rochester Chamber of Commerce, by Thomas R. Dunn, the president of that body, and by the newspaper which he represented. The details of the visit to the Welland canal region have already been given in the columns of the Democrat and Chronicle, and the report on the recent visit to the lower province follows. The illustrations in the first report are herewith again given, in order to preserve the continuity of the report of the investigation.

The Canadian Canals.
These canals were visited, beginning at Port Colborne, on Lake Erie. The Welland canal, twenty-six and two-thirds miles long, locks into Lake Ontario at Port Dalhousie. It has twenty-six locks, fourteen feet over the mill sills and 270 feet long, with the stretches between the locks having a depth of fifteen feet.

The Iroquois and Gallops canal, below Port Colborne, 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 sills. This is the latest bit of canal in the St. Lawrence system to be constructed, and is an approach, in all respects, to the ideal canal which is the aim of all classes of the Canadian people.

In the year 1821 the certainty of the completion of the Erie canal from Buffalo to Troy, on the Hudson, led to the projection of the first Welland canal. It was projected with a depth of five feet, to admit of the passage of 100-ton barges. It was then deepened to eight feet, to pass barges of 400 tons. The avowed purpose then, as since and now, was to excel the Erie canal in depth and capacity. It was to maintain this advantage that the eight-foot canal was enlarged to ten feet, to allow of the passage of 600-ton barges; still, theoretically at least, accommodating the waterway to the largest vessels navigating the Great Lakes. Twenty years ago, or thereabouts, the work of enlarging the canal throughout the system to the minimum lock depth of fourteen feet was begun, and is now, and has been for several years, continued; still following the thought of carrying the largest Great Lakes vessels without breaking bulk.

Now the policy is well settled, and meets with approval of both great political parties, to still follow the advance in construction of lake vessels and give a minimum depth of twenty feet over the lock sills, from the level of Lake Erie to ocean navigation at Montreal. It should perhaps be said here that great pains were taken to sound public opinion on this question of deepening the waterways from the Great Lakes to ocean navigation to twenty feet. The trend of the opinion does not admit of a reasonable doubt.

Should be Taken Seriously.
It is perhaps well to take this question, the Canadians making all efforts to excel the Americans, seriously. The deepening of the Welland canal and the St. Lawrence canal systems, to a minimum depth in the locks of twenty feet, and the canalizing of the French and Ottawa rivers, in the revived route from Georgian Bay to Montreal, at a depth of twenty feet was the piece de resistance of every interview whether it was with a lock tender on the mountain above Thorold on the Welland canal, or a French speaking lock official at the foot of the Lachine canal at Montreal, the inn keeper on the Ferran's Point canal, the schooner skipper, the propeller captain, or commander of the big ocean liner.

It is part of the faith of every loyal Canadian, in politics, business, agriculture, shipping, in this short, twenty-foot route from the Great No. 3 Northwest, through Lake Huron, the French river, Lake Nipissing, and the Ottawa river, to Montreal, where ocean navigation is reached.

It should be said here that the executive committee of the special committee on the subject of the proposed canal, in opposition to the excessive terminal charges on the

The Huron-Ottawa Route.

Special phases of canal conditions in Canada attract themselves persistently in an endeavor to formulate a report of an investigating tour through the lower province. Perhaps this Georgian Bay proposition may well be considered here.

Twenty years ago, as has been said, this Lake Huron route was a prominent issue. It was presented in very good form in a map of the waterways of the Northwest, published at that time in Harper's Magazine. Now that the project has been actively revived, on almost exactly the same lines, as an offset to the proposed twelve-foot barge canal through the state of New York, this map is here reproduced without change.

Tolls Removed.

It should perhaps be explained that the defect of the project when first mooted was owing to the fact that it was feared 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 recompensed by the general benefit to Canadian interests by modern water transportation.

It is pointed out now, as it was pointed out then, that a lake vessel, leaving Chicago, would traverse 1,261 miles to ocean navigation at Montreal by way of the Welland and St. Lawrence canals. From Chicago to Montreal, by way of the proposed Lake Huron, French river, Lake Nipissing, Ottawa river route, a vessel would sail only 901 miles from Chicago to Montreal, a saving of 270 miles of navigation, and many days time over the Welland and St. Lawrence route. It was demonstrated that the route of grain from Chicago to ocean navigation at New York, by way of Buffalo, the Erie canal and the Hudson river is 1,419 miles, or a difference of distance of 428 miles of navigation in favor of the Huron-Ottawa route.

It is still further pointed out that grain from Chicago or Duluth would go to this water in ocean-going vessels drawing twenty feet of water, reaching foreign ports without breaking cargo; whereas, even with the "improved" twelve-foot, 1,000-ton barge canal through the length of the state of New York and down the Hudson river, there would be the additional handicap of breaking cargo at Buffalo and again at New York, and the tedious twelve-foot barge run from Buffalo to New York.

In grain shipments from Duluth, a still more vivid contrast is presented. For instance, the distance from Duluth to ocean navigation at Montreal, by way of the Welland and St. Lawrence canal systems is 1,267 miles, while from Duluth to Montreal by way of the future Huron-Ottawa route, the distance will be only 1,061 miles, with a corresponding advantage over the New York barge canal route to Montreal. It is therefore held to be sound policy to offer the shorter route by the Huron-Ottawa canal to Montreal to the grain producers, the Canadian Great Northwest, on account of the benefits which will accrue to that part of the Dominion.

A Pertinent Question.

It was right here, as everywhere in Canada, from Port Colborne to the port of Montreal, that the investigator was confronted with the question: "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-foot channel down the Hudson river, against a canal and lake and river system that will send a lake vessel drawing twenty feet of 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 hard interval, decide to allow your example, throw away the shallow barge canal system and build a twenty-foot ship canal around Niagara Falls, over the Oswego divide, and thence down the canalized Mohawk river to the Hudson and the sea?" the quick retort was: "We will dig our ship canals two feet deeper than yours. We will beat the Americans." was the invariable answer in substance.

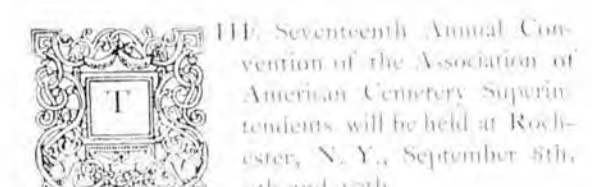
That the people of the Dominion of Canada are now in earnest in the matter of completing the twenty-foot ship canal from Georgian Bay to Montreal, and increasing the depth of the Welland and St. Lawrence systems to twenty feet, and making a safe route from Montreal to the mouth of the Gulf of St. Lawrence, may as well be taken for granted, in considering the proposition of expending from \$101,000,000 to \$300,000,000 on a twelve-foot barge waterway at the expense of the state of New York from Buffalo to Albany.

Interviews.

For the purpose of conciseness, directness and the economizing of time, which was none too plentiful, the American interviewer decided upon a few conventional questions which seemed to adapt themselves to the rapid requirement of accurate information and correct opinion. Some of the questions and sometimes all of them and others, were addressed to intelligent Canadians, from the edge of the Niagara escarpment, high above the thriving town of St. Catharines and Thorold, on the magnificent Welland ship canal. To them were asked to give an answer to the manufacturers, the millers, the publishers and the wayfarer at St. Catharines; and the saltwater at Port Dalhousie, where the Welland canal locks the pleasured water of Lake Erie into Lake Ontario. Also these questions, couched in the language of the officials and innkeepers and the navigators, all along the St. Lawrence systems of canals. In a gentle and unobtrusive way they were presented to statisticians, busi-

The Ninth United States Infantry
Officers' Mess
request the pleasure of your presence
at a reception to
Brigadier General Charles F. Roke, U. S. Army
Retired Commander of the Regiment
and
Colonel James Hagan, Ninth Infantry
Commander of the Regiment
Dodge Hall, Hudson Barracks, Tuckahoe, N. Y.
on Thursday evening September the third
nineteen hundred and three
at nine o'clock
Please reply to
The Secretary
Officers' Mess

PROGRAMME OF THE CEMETERY SUPERIN- TENDENTS' CONVENTION



The Seventeenth Annual Convention of the Association of American Cemetery Superintendents will be held at Rochester, N. Y., September 8th, 9th and 10th.

The headquarters will be at the Powers Hotel on Main Street, West, and all meetings will be held at the Chamber of Commerce rooms, located a short distance from the hotel.

It will be observed that we have not committed ourselves in this discussion to the interpretation put upon statistics by the "Journal of Commerce," as many modifying circumstances exist, which go far 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 are in reality the great markets of the West. Why should the consumers there have to pay title and toll on every bushel of grain shipped through Buffalo? Why should they be taxed heavily to

pass by barge canal, which multiplying and fattening a monopoly in the hands of a few? Why should New York state be asked to tax at its own borders, through private corporations, the grain which the people want? Why should the machinery be taxed heavily to

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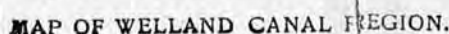
Times, 15th Sept 1903

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aid in



The meeting of the anti-barge canal executive committee in New York city yesterday was productive of one important move, which took the form of the following resolution offered by Committeeman Wood at the suggestion of Committeeman L. P. Rags, of this city:

Resolved, That the executive committee of the canal board, in opposition to the excessive terminal charges on times as proposed by the Syracuse merchant wants 100 tons of grain or iron ore by the deep waterway.



and the Welland canal region, that partic-

burg, a similar canal of ten feet depth should be constructed to duplicate the ten-f

Not to traverse in detail at present
important feature of the investigation

Lat	Long	Port	Dist
30° 35' N	155° 00' W	San Francisco	100 miles

To Albany 832 miles + To New York

A map of the Milwaukee area. The city of Milwaukee is labeled in the center. To the right, Grand Haven is labeled. The map shows the city, the harbor, and the surrounding water bodies. The text 'Grand Haven' is written in a stylized font.

Quincy 018 4NA

ST. CATHARINE'S

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worded exactly in this way, but the intent was to bring the situation fairly and candidly before the Canadian mind, and elicit simi-

such a proposition to the referendum. Others expressed the opinion that, if given an op-

serious competition to Canadian canal commerce is threatened by the proposed Erie

cussion of matters involved in the question on its merits, took the question under con-

building a twenty-foot or twenty-two-foot ship canal from Lake Erie to tidewater.

large canal through New York state, all
relieve the people of that state of the burde

minion betterments and necessities, is on \$265,000,000. Said one member of the party to understand that it

York; to make the state a more passage way
for national commerce; a sum greater than

at the coming fall election on the question extending the sum of \$101,000,000 to de-

we think, in believing that the ultimate cost of the canal improvement, to the country, will be at least three

but two feet deeper than the abundance
feet large canals which you have seen

crease their depth, just in proportion

Voiced sometimes differently, in acc.

The evidence of the evolution of the canal system can be seen

ten-foot lock and the new lock are
misleading.

The Dominant Question in the Canal Controversy.

The one dominant question that the canal controversy presents is whether 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 \$2,000,000, 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 recalled.

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 days.

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 INQUISITIVE NOW DEMOCRATIC SPIRIT DEVELOPING AS TO BARGE CANAL DEAL. ALL EYES ON ROCHESTER

This City the Central Point for Opposition Movement—Organization of Committee of One Hundred is Being Talked Of.

Lewis P. Ross, member for Monroe county of the Executive Committee of the Anti-Barge Canal Committee, was in the city yesterday, where he had been in attendance at a meeting of the Executive Committee.

In the course of an informal interview yesterday, Mr. Ross said that a spirit of inquiry 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 even where a call for facts, and as the people become educated in the matter the opposition to the project becomes more marked.

It is probable that one of the immediate results of the important meeting of the Executive Committee of the state anti-barge canal organization at the Hotel Manhattan, on Tuesday, will be systematic organization in 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 canal 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 county. It is not unlikely that a county convention will be called at an early date, when the methods of work will be determined upon.

It transpires that notwithstanding persistent statements to the contrary, the sentiment in favor of the proposed barge canal is by no means unanimous in Greater New York. Thinking men there, as well as at Buffalo, have begun to consider the cost, and they are appalled at the enormous sums involved in the construction of an antiquated type of artificial waterway. They realize that the canal will be out of commission from ten to twenty years, and that all of the cost by bridge structures 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 proposed object of all this sacrifice will still be unaccomplished. The gate-way will still be useless as a competitor of the deeper Canadian canals, and the money expended will have been wasted.

At the Pittsburgh fair yesterday afternoon, Hon. John I. Platt, of Poughkeepsie, secretary of the anti-barge canal Executive Committee, and Willis H. Tennant, of Mayville, discussed the canal question. Mr. Platt began by seconding what his opponent had said about the importance of the question to be voted on this fall. It was important always, he said, when an appropriation is called for, that we should be sure that the thing to be paid for is worth what it will cost, and this importance becomes greater in proportion to the size of the appropriation. It is not enough to be told in an indefinite way that a greater canal will benefit the state; the public must know how much the benefit will be and as the appropriation is the largest ever asked for, so the benefit must be of equal magnitude, said Mr. Platt.

"Let us start, then, by inquiring just what this bill is that we are asked to vote for. It proposes several things. First, that the state shall borrow \$101,000,000. Second, that the present canal system of the state shall be abandoned and totally destroyed. This is a very important point, and one that is not generally understood. We who oppose the bill are charged with proposing to abandon the canals, but this is the exact reverse of truth. We are fighting against their abandonment. We ask that they be left alone, and made as useful as possible. This bill, on the other hand, provides in direct and unmistakable terms for their abandonment. I do not believe it is constitutional or that it will be sustained by the courts if adopted, for the Constitution says the canals shall not be abandoned or sold; it does not say anything about what reasons are given for abandonment and sale, and the third provision in this bill is that the present canals and all property connected 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 be used in building an entirely new canal system, having no relation to the old, and for most of its length following the present route."

Fourth, the bill imposes a tax which must be levied directly upon property, which when all the bonds are issued, will amount to \$75,000,000 per year. What the tax will be, the bill does not say. The tax will be levied upon property, which when all the bonds are issued, will amount to \$75,000,000 per year. What the tax will be, the bill does not say.

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SEPTEMBER 2

ENEMY'S COUNTRY TO BE INVADED Campaign Against Barge Canal in Gotham and Buffalo.

ROCHESTER'S INVASION OF THE ENEMY'S COUNTRY.

Efforts Made to Convert the Big Taxpayers in Pro-Canal Centers—Board in Session This Afternoon—Jones of Oswego Comes to Town.

The trustees of the Chamber of Commerce 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-canals like Buffalo and Oswego that it would be a foolish thing for them to allow the canal promoters to plunder them of millions for the construction of an antiquated canal system such as Canada has tried and is about to abandon.

At the meeting this afternoon, the matter of conducting an effective barge canal campaign in Buffalo was given special attention. It was pointed out that nothing could be expected from the press of that benighted city, which is solidly and rabidly pro-canals. Therefore the "campaign of education" must be carried on along other lines. Secretary Ives has already begun the work of pouring anti-barge canal literature into Buffalo, especially prepared for the purpose of influencing capitalists and other men of affairs who are heavy taxpayers. It is possible that a number of Buffalo billboards will be rented and used to display anti-barge canal doctrines.

That the anti-barge canal arguments are beginning to make an impression in Gotham is becoming more apparent every day. Among the New Yorkers deeply versed in the theories of navigation, 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 1900 that "no matter what improvements may be made to the Erie canal, so long as shippers are compelled to have their cargoes transferred at Buffalo, the boats must be entirely at the mercy of the railroads."

Engineer North points out how other canal improvements have exceeded the estimate of cost. The original Erie canal ran 45 per cent. above the estimate; the enlargement, 56 per cent.; the Cayuga-Seneca canal, 51 per cent.; the Oswego canal, 149 per cent.; the Crooked Lake canal, 180 per cent.; the Chenango canal, 42 per cent.; and the Black River canal, 202 per cent. These canals in this state averaged 57 per cent. in excess of the engineers' figures. Mr. North predicts that the barge canalway will cost at least \$100,000,000. It will take twenty years to complete it. Before this the small canal will be moribund and will not pay even those who hope to be its tollgate keepers.

Out of Oswego county has come ex-canal-boat Captain W. C. Clark to convince the voters of Rochester and vicinity 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 muzzle with facts, figures and statistics he should establish an empire with Mayor Rodenbeck, who also has a leaning toward figures and statistics. Captain 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 leave Rochester on the New York Central train at 7:55 a. m. Rigs will be in waiting for them at Fairport. In the party will be A. J. Rockwell, division engineer of the canal; City Engineer Fisher, George W. Rafter, Charles W. Farnham, of New York, and representatives of the Rochester press.

The Rochester leaders, however, look to the development of the part of the committee to attend to this, and will devote their time and attention to keeping the pot boiling in this part of the country. From now on to election time the fight will be constant.

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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.
Secretary, JOHN M. IVES.

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.

John M. Ives, Secretary.

Flour City National Bank,

32 State St.,

Rochester, N. Y.

Messrs Dunn & Ross have each contributed \$100

ENEMY'S COUNTRY TO BE INVADED

Campaign Against Barge Canal in Gotham and Buffalo.

LOCAL CHAMBER OF COMMERCE TO CONDUCT THE CANVASS.

Secretary Ives for the Buffalo Districts Are Now Thoroughly Armed 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 morning:

"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 there is no question that we have the pro-canallers on the run. The farmers are with us almost to a man and are enthusiastically engaged in earnest, active work for the defeat of the proposition at the polls. A house to house canvass is being made in the rural districts and the vote in these sections will be nearly solid against the barge canal unless all signs fail. All that can possibly be done to get out our vote will be done."

people themselves and we now propose to turn our attention to the cities and large towns. We are going to carry the war into the enemy's country. Literature and speakers will be sent to places like Oswego and Buffalo, where it is known that there is a strong pro-canals 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 mustered against the barge canal. These pamphlets are issued under the auspices of the Rochester Chamber of Commerce and will be distributed according 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 matter will be discussed. L. P. Ross, of the executive committee of the state anti-barge canal committee, will be present to assist in the deliberations.

"The Rochester Chamber of Commerce 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 proposes 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-foot canal, such as the Canadians are about to abandon for a twelve-foot waterway. We propose to get at these people now and to make their votes count against the proposition next November."

Oren Root, professor of mathematics in Hamilton college, a brother of Secretary of War Root, who figured prominently in the state anti-barge canal convention, held in this city, is out with an interesting statement regarding the estimates of cost of the proposed barge canal. He says:

"The course of discussion shows without doubt the uncertainty of estimates. The governor Lewis traced the cost of the canal from \$50,000,000 to \$100,000,000. Then they put into the bill an excessive terminal charge on goods of grain or iron ore by the deep waterway."

000. Governor Odell, a business man, conversant 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 builders planned and considered and made pagos of figures and said the state capital 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 \$9,000,000 for the latest improvement of the Erie canal. Try to find out how much that canal venture would cost. Then the engineers estimate only the cost of construction. There are other items that the taxpayers must meet. The right of way. How much will that cost? Second, the feeders. How much will they cost? It is my conviction that no one can estimate accurately 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 meeting, held recently in the Fair City, the anti-barge canal league was formed to have charge of the campaign in that vicinity.

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 Erie county.

On the 19th of September, 1903, the anti-barge canal league was formed to have charge of the campaign in that vicinity. 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 Erie county.

ARTICLE V.
INTERFERENCE, MAINTENANCE AND OPERATION.

Letter from John A. C. Wright to
Democrat and Chronicle.

FREIGHT RATES AND TOLL.

which can then be made without
cost to anybody? J. A. C.

IRON AND STEEL AND
SHIP BUILDING.

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THE SOLUTION WITH THE
A. HENRIKSSON OF THE QUESTION



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The remedy for this is to place concrete core walls in all embankments. But this remedy can only be applied at an expense of several million dollars and when estimated upon was found to be so great that the engineers of the barge canal shrank from assuming the responsibility of it.

COLD STATISTICS DIFFERENT.

(8). 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 is 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 ardent really believe it is true. The following statistics from the Report of the Bureau 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 \$500,000,000, an increase of \$158,000,000 over 1933. A comparison of seven Atlantic seaports is as follows:

Exports	1933	1934	1935
New York	\$500,000,000	\$658,000,000	\$816,000,000
Boston	55,000,000	58,000,000	60,000,000
Philadelphia	49,000,000	50,000,000	51,000,000
Baltimore	21,000,000	21,000,000	21,000,000
Boston	20,000,000	20,000,000	20,000,000
New Orleans	15,000,000	15,000,000	15,000,000
Galveston	10,000,000	10,000,000	10,000,000

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 1933. It is evident that this staple, which is extensively grown 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 1934 the total 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 level 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 to build the barge canal, current reports indicate that the Dominion of Canada will immediately build the Georgian Bay canal, with depths 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 been classed as its 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 barge capacity of 8,000 tons capacity, whereas the barge canal, twelve feet deep, only permits a barge 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.

PLEASE REMEMBER.

(11). When we take into account the cost of the new fleet to be created, the cost of harbors, lowering miter sills to twelve feet, concrete core walls in embankments, elevators and locks 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 therefore include everything required.

(12). It would be an economic error to create a new fleet for barge canal operation when there is a fleet ample for all the requirements of commerce already in existence.

MOHAWK RIVER FLOOD.

(13). The engineers of the barge canal have estimated that the maximum flow 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 least twice this quantity. This overflow 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 Morgan until election."

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-weather route, but it is not necessarily the chief determining condition in the location of such a canal. The controlling condition is rather that the navigation be in deep, unrestricted water. This condition is best met by looking for the shortest route from Niagara river to Lake Ontario, which can be accomplished in less than twelve miles. Once in Lake Ontario there is no restriction of navigation to Oswego for 12 miles, and from Oswego to Three Rivers Point, the course may be by the broad Oswego river, a distance of twenty-two miles, and thence by Oneida river, which can be made broad

and deep, to Oneida lake and thence to Oswego. By this route boats would arrive at the east end of Oneida lake about 200 miles from Buffalo, having passed through only the twelve miles of standard canal from LaSalle to Lewisville. The barge canal advocates have reiterated the statement that deep waterways was impractical because large ships could not afford to pass through a long canal, but when examined it appears that this argument is in reality an argument against the barge canal and not against the deep waterways project.

IN CASE OF WAR.

(15). As an objection to the Lake Ontario route, the advocates of the barge canal have claimed that in case of war with Great Britain, vessels would be exposed to attack on the lake. But we see if it is not equally true of the barge canal as located on the interior route.

In case the barge canal is built on the northern route at Rochester, it approaches within five miles of Lake Ontario for considerable distance, and even if built on the southern route, it is within seven miles of the lake at South Cayuga. For topographical reasons which cannot be overcome, its location is for sixty miles west of Rochester within ten to twelve miles of Lake Ontario. There are harbors at Charlotte, Oak Orchard, Wilson and Olean, which are without military protection. By locating the barge canal on the interior route, we invite the invasion of Monroe, Orleans and Niagara Counties at the first blast of war with Great Britain. Monroe is a lieutenant of artillery arm, with modern appliances, at the third shot strike the canal at South Cayuga, and a fleet stationed one-half mile off the shore, would destroy it in less than five minutes. Further away from the lake shore, troops could be landed at Oak Orchard, Olean and Wilson and in calm weather at numerous other points, march to the canal, and with their modern appliances, their vessels in from twelve to fourteen hours. At the same time, they could destroy many million dollars worth of property. The argument, therefore, of special safety with the canal on the interior route, is absurd.

COST OF SPECIAL TYPE OF BOAT.

(16). The only reliable estimate of cost of the special type of boat required for the barge canal is that of The Cleveland Steel Canal Boat Company, as given at page 21 of the Report of the Committee on Canals. This estimate placed the cost of a barge of 1,000 tons capacity at \$18,000 per boat, or at \$18 per ton of cargo for a fleet of four such boats. The deep waterways boat, as per estimate in the Report of the Board of Engineers, of 8,000 tons capacity, would cost \$180,000 per boat, or at \$18 per ton of cargo for a fleet of four such boats. It might appear that the low cost of \$18 per ton of cargo for the barge boat as against \$180 for deep waterways boat would give the barge boat such an advantage that the deep waterways boat could not overcome it. But when we take into account the cost of transportation at Buffalo and New York and time lost by the barge boat in transshipment and in traversing a shallow canal, as against no transshipment cost and no cost of the deep waterways boat and also taking into account capitalization of the loss of time and transshipment, we find that it really costs OVER \$60 PER TON OF CARGO FOR THE BARGE CANAL. THE WHOLE MATTER IS PLINY EXPRESSED BY THE STATEMENT: "BUT, FALLO 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 excessive, the cost of construction made the basis of such a scheme rather than see it wasted, with many millions more, on a plan of whose honesty as well as efficiency a large and respectable portion of the people of the state have serious doubts. Even the people of New York City may well pause and ask themselves whether the last state of their port under the proposed conditions would not be worse than it is at present.—Boston "Transcript."

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 certain that with the considerable increase to follow construction of the barge canal that the direct tax will not be abolished for many years to come. The fallacy of the preceding view lies in assuming that because the aggregate taxation of these two localities exceeds the balance of the state that therefore the taxation is unfair. 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 real estate of the individual, what harm may they be, without returning to him some benefit, there is an injustice done which the state ought not to perpetrate. Moreover, the barge canal really works injury to every agricultural wo-

ducer in the state of New York. To increase the tax on the individual, and to increase the tax on the agricultural producer, when New York state gets through with its present irrational and uneconomic scheme of a barge canal, and its congressional candidate to go to Congress with a national proposition to turn over the present canal to the federal government, she will find support enough for the scheme, but the project will never go forward until New York takes the initiative. When she realizes what it would mean to have such a ship canal passing from coast to coast across the state and understanding what it would mean to have the commerce of the Great Lakes extended to her cities, when, in short, New York awakes to a comprehension of her opportunities and takes the lead in national action looking to the construction of a national deep waterway, she will find plenty of support in Congress for the enterprise.

NEW YORK STATE'S BURNING ISSUE.

Anyone forming his opinions upon the plaintive appeals made by the press of New York City and Buffalo for a popular ratification, next month, of the act authorizing the construction of a thousand-ton barge canal from the lakes to the Hudson would almost inevitably conclude that there was only one side to the question, and that the affirmative side. But in other portions of the state another side 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 the cost from the opening of another big ditch of whatever character across the state, and those who are anxious for the construction 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 project, and refers to the other enterprise as parochial and provincial.

The press of that city seems to largely sympathize with and support the position of those who are in favor of the latter project, yet we should assume that if the proposed canal promised the advantages claimed for it that the city would be enthusiastically in its favor. It is located entirely upon the route, and there were any doubts scattered along the way it would naturally go the lion's share of them; but it lacks faith in any such solvent. It must be remembered that this canal is not to be the Erie, with improvements, for it touches the Erie over only about one-third of the route and it would run with little consideration for the towns of the state, the barge boats designed for through freight only. For instance, its line runs nearly two miles north of Erie, and many of the towns and cities that have been built along the Erie would find themselves side-tracked along the banks of an abandoned ditch.

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. 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 is supporting the barge canal proposition. They are the 'Onondaga Leader' and the 'McClureville Leader'.

The 'Onondaga Dispatch' is one of the two republican papers in this place. The other republican organ, the 'Post', is 'on the fence.' W. Stanley Childs, editor of the 'Dispatch', 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-canals 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 state and that the vote here will be about equally divided. The question, he says, is exciting interest throughout the county, the large registration indicating a heavy vote. Editor Childs places his reasons for supporting the barge canal on general grounds. In conversation with The Post Express correspondent this morning, he said:

"The barge canal will be a good thing for the entire state. The Erie canal, in its day, served a splendid purpose. All it needs now is to be enlarged and improved."

SUSPICION OF A STEAL.

Editor Childs admitted that many of the business men of Onondaga county and the bulk of the farming population of Madison 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 politician of Onondaga county, and associated with Editor Maxon in the publication of the 'Democratic Union', told The Post Express correspondent this morning that the pro-canals managers had started in to buy the newspapers of Madison county to their support.

THIRTEEN MILLION So Onondaga County Favors B Canal Project Rock Post Express

IN ADJOINING COUNTY OF MADISON.
OPPOSITION IS STRONG.
And Elsewhere in Central New York, as in Western New York, the Anti-Sentiment is Strong Where No Special Interests are Involved.
From a Staff Correspondent.

Onondaga, Oct. 23.—Starting here to-day, a vigorous campaign against the proposed enlargement of the Erie 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 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 project.

Here in Madison county the canal itself is not a factor in the situation, as the proposed route through Onondaga 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 considered. Conservative estimates place the pro-canals vote in Madison county at about 200 out of a total of 10,000. The situation here is well outlined by Samuel Maxon, editor of the 'Onondaga Dispatch', a semi-weekly democratic organ that has been opposing the barge canal measure. Said Mr. Maxon to the representative of The Post Express:

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"I am opposed to the barge canal 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 must all be 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 would not be a light burden, either, for what I have is hard to invest in real estate where the tax collector can get at every dollar. But the laborer would not get his share. The political graffer would gobble it, just as he did the \$2,000,000 appropriation. Political conditions haven't improved much since Tilden broke up the canal ring. My vote is not going to help to create another ring."

IN ONEIDA COUNTY.

This city is situated in the extreme northeastern part of Madison county, almost on the line between Madison and Onondaga counties. Editor Childs, of the 'Onondaga Dispatch', says he has given much time to investigation of the situation in Onondaga county, and he predicts a small majority there for the barge canal. Editor Maxon, of the 'Democratic Union', the anti-barge canal organ, is inclined to the same opinion. The reason given is that \$12,000,000 would be spent in that country in the construction of the canal, the improvement. The barge canal, as proposed, would not follow the route of the Erie canal through Onondaga county. Following the course of the Mohawk river from Lockport 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 reaches Onondaga lake. The course is through the center of Onondaga county. This construction of an entirely new waterway through Onondaga county, the pro-canals say, will be a great boon to business men and laborers.

ERIE TO REMAIN.

It is asserted that the old canal is not to be abandoned through the county, but will continue to be operated, and that the new canal will be constructed to the west of the old canal, and that the old canal will be used for the transportation of a measure providing for its retention.

Many grangers, of Onondaga county, is the only grange in the state that has passed resolutions in favor of the barge canal. Thousands of anti-barge canal circulars, sent out by the Rochester Chamber of Commerce, were distributed through this city to-day. For the next few days Rome, Little Falls, Amsterdam and Schenectady will be flooded with this literature. With the extension of the work into the Mohawk valley, the Rochester Chamber of Commerce is conducting an active fight against the barge canal through the state, with the exception of the Hudson river counties and Greater 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 a danger of rendering difficult a complete expression of sentiment upon the barge canal proposition.

No effort should be spared by the committees in charge of the anti-canals campaign to effect such an organization for election day work. Let no voter can approach the polls without being reminded 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 Rochester.

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 voters from now on, and especially on

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TO THE VOTERS OF MONROE COUNTY.

Gentlemen—Tuesday, 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 will not. We believe you desire to use all honorable means to defeat so nefarious a scheme.

Will you each be a committee of one to see to it that the vote registered be against the barge canal? 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 cross opposite the word, NO, with a black lead pencil. A mark with a pen or with a colored pencil invalidates your vote.

Every vote is needed, and every man, whatever his party preferences, can vote against the proposition, thus saving himself serious monetary loss. If you vote early and get your neighbor there and don't forget to vote NO!

Yours respectfully,
Thomas B. Dunn,
President,
Chamber of Commerce,
John M. Ives,
Secretary,
Chamber of Commerce,
Rochester, October 27th.

HOW TO VOTE ON CANAL QUESTION

Instruction for Operation of Voting Machine.

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 the county where the voting machines are not in use.

YES.

NO.

Shall chapter one hundred and forty-seven of the laws of nineteen hundred and three, entitled "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 Erie 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?

If you wish to vote against the proposition to build a barge canal at a cost of \$101,000,000, and against appropriating that amount of money for the purpose, vote "yes" by making a cross inside of the square opposite the word "yes."

If you wish to vote for the barge canal make a cross mark in the square opposite the word "yes."

The ballot will be placed in the box in a similar manner to the ballot for candidates for office, after delivery to the polling clerk with the usual ballot.

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 across the bottom of the Republican column, a pointer standing horizontally between the word "yes" and "no." The question referred to the voters is this:

"Shall chapter one hundred and forty-seven of the laws of nineteen hundred and three, entitled '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 Erie 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?"

If you wish to vote against the barge canal and against the appropriation, then turn the pointer down until it rests over the word "no."

A draft of the pointer and the position of the question and the manner of voting "yes" or "no" is given herewith.

Throwing back the curtain over the front of the machine locks the mechanism and records the vote for or against the canal enlargement. If using the machine, pull the lever down until it rests over the word "yes" or "no." This can be done before registering the ticket vote, as the mechanism controlling the canal vote values of any individual, what he has thus enabled to register his vote on the canal enlargement at before making his party selection. It is not necessary to vote the party ticket first to open the canal vote machine.

A Poor Excuse for the Barge Canal

There has been issued from Buffalo, the seat of much specious and misleading discussion of the proposed canal scheme, a peculiar plan 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 plan is made especially to the men who "feel that a ship canal would be better than a barge canal" and, for that reason, "hesitate 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 get their utmost to insure the success of the barge canal proposition at the coming election."

In support of this contention it is 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 Mohawk valley to the Hudson. This would then furnish water transportation for all the section east of Oswego and Syracuse, 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 Buffaloes 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

out in the cold when the government builds its ship canal, that the people of the state expend the sum of \$101,000,000 for a barge canal having Buffalo for one of its termini. Modest Buffalo!

"In taking a position at this time in opposition to the thousand ton barge canal," continues this exponent of Buffalopolitan modesty—who is, by the way, Mr. G. H. Raymond, of the Buffalo Board of Trade—"the ship canal people are, of course, likely to defeat all possible improvement 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 failure 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 bolster it up with an expenditure of \$101,000,000, just to popularize the canal business in this state.

"A failure 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, if 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 railroads 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 barge canal and the dimly prospective ship canal are not interdependent propositions. They are separate; and each should stand or fall on its merits. If the advocates of the ship canal can succeed in convincing 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 true capacity and there were an honest and actual, instead of a fictitious 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 conditions the barge canal advocates might appeal to the people with arguments based on the facts; and the people would be able to decide the question as a simple business proposition. Under existing conditions

1

YES

2

NO

Shall chapter one hundred and forty-seven of the laws of nineteen hundred and three, entitled "An act making provision for issuing bonds

tion, however, it is not a business proposition at all, but a scheme to squander \$101,000,000 of the people's money for something the people do not want and do not need. That is why the barge canal 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 destruction of the proposed ship canal.

FACTS ABOUT THE IMPROVED AND UNIMPROVED ROADS OF MONROE COUNTY

The accompanying table, compiled by County Engineer J. Y. McClintock in connection with the map published on the fifth page, shows that 123,576 miles of road are estimated to cost \$1,012,573, which makes an average of \$8.175 per mile—and if the whole 241,735 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 portion 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 roads, which are nearly done, is 39,533 miles.

The roads in Monroe county improved and unimproved, as measured on county maps, outside of cities and incorporated villages, are as follows: Webster, 83.10 miles; Penfield, 83.50 miles; Perinton, 78.70 miles; Irondequoit, 47.60 miles; Greece, 41.40 miles; Parma, 78.80 miles; Hamlin, 71.90 miles; Clarkson, 45.50 miles; Sweden, 65.80 miles; Ogdén, 79.10 miles; Gates, 61.50 miles; Brighton, 51.60 miles; Rush, 58.80 miles; Pittsford, 45.00 miles; Mendon, 83.50 miles; Wheatland, 63.40 miles; Riga, 62.40 miles; Henrietta, 65.80 miles; Chili, 78.30 miles; total, 1,312.50 miles.

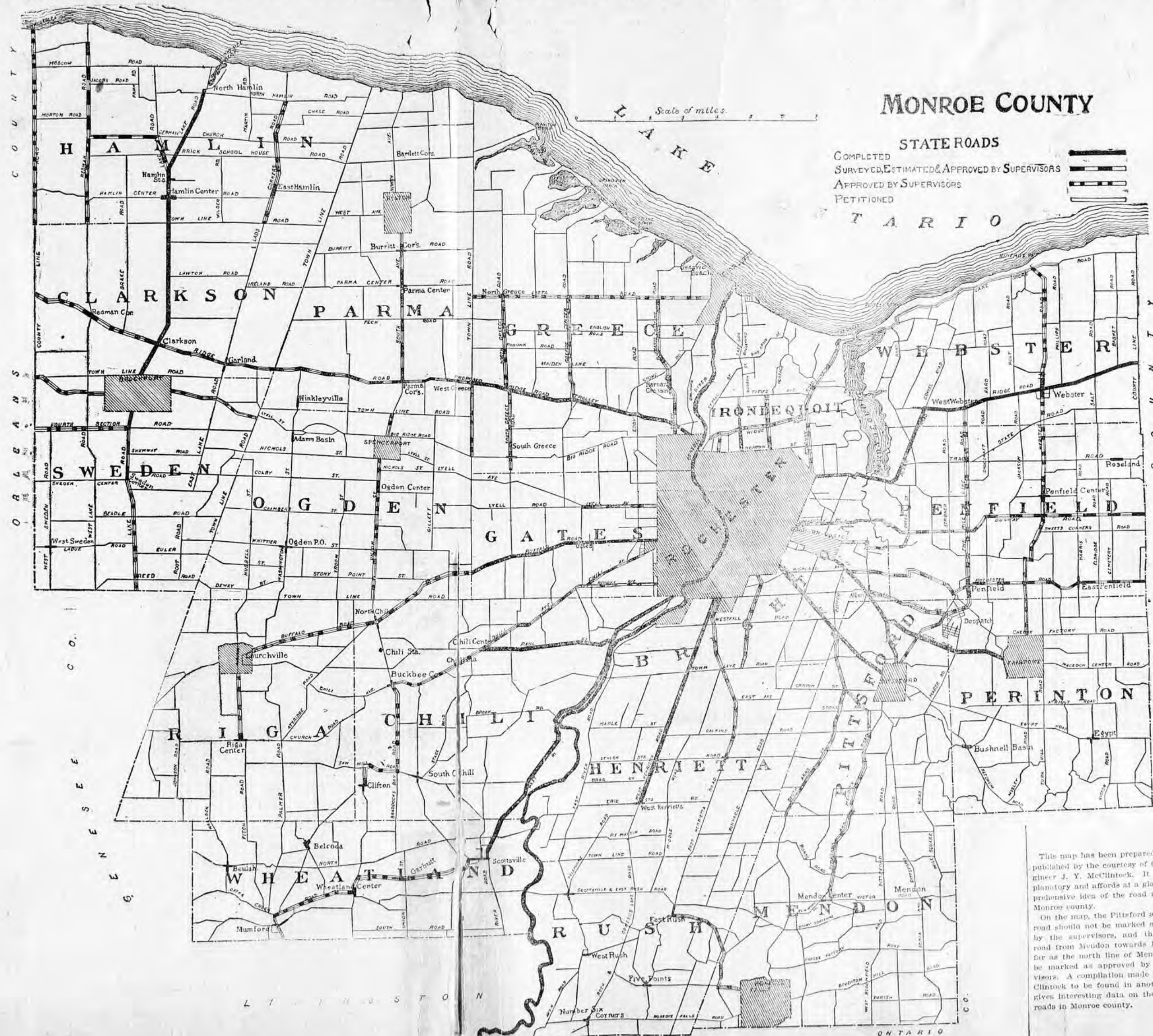
GOOD ROADS IN MONROE COUNTY APPROVED UNDER CHAPTER 115, LAWS OF 1888.

NAME OF ROAD.	Length in Miles.	Length Completed.	Estimated Cost.	Actual Cost.	Cost per Mile.	Date of Completion.	Road No.
Allen Creek	1.50	1.50	\$20,000	\$20,000	\$13,333	Aug. 1902	276
Barbours Crossing	1.10	1.10	\$15,000	\$15,000	\$13,636	Aug. 1902	277
Buffalo road, I.	0.24	0.24	\$3,200	\$3,200	\$13,333	Aug. 1902	278
Buffalo road, II.	0.24	0.24	\$3,200	\$3,200	\$13,333	Aug. 1902	279
Buffalo road, Ceres	0.24	0.24	\$3,200	\$3,200	\$13,333	Aug. 1902	280
Buffalo road, Riga	0.24	0.24	\$3,200	\$3,200	\$13,333	Aug. 1902	281
Canal road, Sweden	0.24	0.24	\$3,200	\$3,200	\$13,333	Aug. 1902	282
Clover street, Pittsford	0.24	0.24	\$3,200	\$3,200	\$13,333	Aug. 1902	283
Chili road, Gates	0.24	0.24	\$3,200	\$3,200	\$13,333	Aug. 1902	284
Chili road, Chili, II.	0.24	0.24	\$3,200	\$3,200	\$13,333	Aug. 1902	285
Chili road, III.	0.24	0.24	\$3,200	\$3,200	\$13,333	Aug. 1902	286
Clinton, II.	0.24	0.24	\$3,200	\$3,200	\$13,333	Aug. 1902	287
Clinton avenue	0.24	0.24	\$3,200	\$3,200	\$13,333	Aug. 1902	288
County Line, Hamlin	0.24	0.24	\$3,200	\$3,200	\$13,333	Aug. 1902	289
Creek road	0.24	0.24	\$3,200	\$3,200	\$13,333	Aug. 1902	290
Despatch, I.	0.24	0.24	\$3,200	\$3,200	\$13,333	Aug. 1902	291
Dugway, I.	0.24	0.24	\$3,200	\$3,200	\$13,333	Aug. 1902	292
Dugway, II.	0.24	0.24	\$3,200	\$3,200	\$13,333	Aug. 1902	293
Dugway, III.	0.24	0.24	\$3,200	\$3,200	\$13,333	Aug. 1902	294
East Dugway	0.24	0.24	\$3,200	\$3,200	\$13,333	Aug. 1902	295
East avenue	0.24	0.24	\$3,200	\$3,200	\$13,333	Aug. 1902	296
Fourth section	0.24	0.24	\$3,200	\$3,200	\$13,333	Aug. 1902	297
East Henrietta	0.24	0.24	\$3,200	\$3,200	\$13,333	Aug. 1902	298
Pittsford, I.	0.24	0.24	\$3,200	\$3,200	\$13,333	Aug. 1902	299
Pittsford, II.	0.24	0.24	\$3,200	\$3,200	\$13,333	Aug. 1902	300
Five Mile Line	0.24	0.24	\$3,200	\$3,200	\$13,333	Aug. 1902	301
Greece Center	0.24	0.24	\$3,200	\$3,200	\$13,333	Aug. 1902	302
North Greece	0.24	0.24	\$3,200	\$3,200	\$13,333	Aug. 1902	303
Honey Falls, Rush	0.24	0.24	\$3,200	\$3,200	\$13,333	Aug. 1902	304
Hamlin, I.	0.24	0.24	\$3,200	\$3,200	\$13,333	Aug. 1902	305
Hamlin, II.	0.24	0.24	\$3,200	\$3,200	\$13,333	Aug. 1902	306
Hilton, Parma Corners and Hilton	0.24	0.24	\$3,200	\$3,200	\$13,333	Aug. 1902	307
Hudson avenue, I.	0.24	0.24	\$3,200	\$3,200	\$13,333	Aug. 1902	308
Hudson avenue, II.	0.24	0.24	\$3,200	\$3,200	\$13,333	Aug. 1902	309
Irondequoit, Webster	0.24	0.24	\$3,200	\$3,200	\$13,333	Aug. 1902	310
Irondequoit, Webster, II.	0.24	0.24	\$3,200	\$3,200	\$13,333	Aug. 1902	311
Irondequoit, Webster, III.	0.24	0.24	\$3,200	\$3,200	\$13,333	Aug. 1902	312
Irondequoit, Webster, IV.	0.24	0.24	\$3,200	\$3,200	\$13,333	Aug. 1902	313
Lake road, Sweden	0.24	0.24	\$3,200	\$3,200	\$13,333	Aug. 1902	314
Lake road, Webster	0.24	0.24	\$3,200	\$3,200	\$13,333	Aug. 1902	315
Latta road	0.24	0.24	\$3,200	\$3,200	\$13,333	Aug. 1902	316
Lake road, Sweden	0.24	0.24	\$3,200	\$3,200	\$13,333	Aug. 1902	317
Little Ridge, Greece	0.24	0.24	\$3,200	\$3,200	\$13,333	Aug. 1902	318
Little Ridge, Parma	0.24	0.24	\$3,200	\$3,200	\$13,333	Aug. 1902	319
Little Ridge, Parma, III.	0.24	0.24	\$3,200	\$3,200	\$13,333	Aug. 1902	320
Little Ridge, Clarkson, IV.	0.24	0.24	\$3,200	\$3,200	\$13,333	Aug. 1902	321
Left fork German	0.24	0.24	\$3,200	\$3,200	\$13,333	Aug. 1902	322
Lyle avenue, Gates	0.24	0.24	\$3,200	\$3,200	\$13,333	Aug. 1902	323
Mendon and Pittsford	0.24	0.24	\$3,200	\$3,200	\$13,333	Aug. 1902	324
Monroe avenue	0.24	0.24	\$3,200	\$3,200	\$13,333	Aug. 1902	325
Nine Mile Point	0.24	0.24	\$3,200	\$3,200	\$13,333	Aug. 1902	326
North Henrietta	0.24	0.24	\$3,200	\$3,200	\$13,333	Aug. 1902	327
Pittsford	0.24	0.24	\$3,200	\$3,200	\$13,333	Aug. 1902	328
Pinnacle	0.24	0.24	\$3,200	\$3,200	\$13,333	Aug. 1902	329
Penfield, I.	0.24	0.24	\$3,200	\$3,200	\$13,333	Aug. 1902	330
Penfield, II.	0.24	0.24	\$3,200	\$3,200	\$13,333	Aug. 1902	331
Portland avenue, I.	0.24	0.24	\$3,200	\$3,200	\$13,333	Aug. 1902	332
Portland avenue, II.	0.24	0.24	\$3,200	\$3,200	\$13,333	Aug. 1902	333
Rapids road	0.24	0.24	\$3,200	\$3,200	\$13,333	Aug. 1902	334
Ridge, Irondequoit	0.24	0.24	\$3,200	\$3,200	\$13,333	Aug. 1902	335
Redman road	0.24	0.24	\$3,200	\$3,200	\$13,333	Aug. 1902	336
Rochester and Honey	0.24	0.24	\$3,200	\$3,200	\$13,333	Aug. 1902	337
Scottsville, I.	0.24	0.24	\$3,200	\$3,200	\$13,333	Aug. 1902	338
Scottsville, II.	0.24	0.24	\$3,200	\$3,200	\$13,333	Aug. 1902	339
Town Line, Parma	0.24	0.24	\$3,200	\$3,200	\$13,333	Aug. 1902	340
West Henrietta	0.24	0.24	\$3,200	\$3,200	\$13,333	Aug. 1902	341
Woodman road	0.24	0.24	\$3,200	\$3,200	\$13,333	Aug. 1902	342
Union street, Ogdén	0.24	0.24	\$3,200	\$3,200	\$13,333	Aug. 1902	343
North Greece	0.24	0.24	\$3,200	\$3,200	\$13,333	Aug. 1902	344
Total	241.735	39.533	\$1,012,573				

Vote NO
ON THE
BARGE CANAL SCHEME

PULL DOWN the lever at the BOTTOM of the machine (left corner) as soon as you enter the booth.

THE POST EXPRESS, SATURDAY AFTERNOON, SEPTEMBER 5, 1903. STATE ROADS OF MONROE COMPLETED, PROJECTED AND PETITIONED FOR



This map has been prepared by and is published by the courtesy of County Engineer J. Y. McClintock. It is self explanatory and affords at a glance a comprehensive idea of the road situation of Monroe county.

On the map, the Pittsford and Mendon road should not be marked as approved by the supervisors, and the Pittsford road from Mendon towards Pittsford as far as the north line of Mendon, should be marked as approved by the supervisors. A compilation made by Mr. McClintock to be found in another column gives interesting data on the subject of roads in Monroe county.

WHAT THE 1,000-TON BARGE CANAL MEANS TO ROCHESTER AND MONROE COUNTY

At Least \$11,000,000 Which Must Be Raised by Taxation, Will Be Spent for Labor and Materials In This Vicinity

Land Needed Will be Seized by the State If Owners Do Not Sell on Reasonable Terms.

A detailed map of the Erie Canal route from Buffalo, New York, to Albany, New York. The map shows the present route (solid line) and the proposed canal route (dashed line). The proposed canal route is shown as a dashed line, while the present route is shown as a solid line. The map includes the following locations and features:

- Buffalo, N.Y.**: The starting point of the canal.
- Stoneman's**: A location near Buffalo.
- Rochester**: A major city on the route.
- Port Jervis**: A location near Rochester.
- Clayton**: A location near Rochester.
- Present**: A label for the present route.
- Syracuse**: A major city on the route.
- Utica**: A major city on the route.
- Little Falls**: A location near Utica.
- Herkimer**: A location near Little Falls.
- Montgomery**: A location near Herkimer.
- Albany**: The ending point of the canal.
- Legend**:
 - INDICATES PROPOSED CANAL.
 - INDICATES PRESENT CANAL.

ROUTE OF THE PROPOSED BARGE CANAL

pet:
wor

**FAVORABLE MAJORITY OF 382,967 IN
GREATER NEW YORK SWAMPS UPSTATE
OPPOSITION TO CANAL ENLARGEMENT**

Even the Enormous Majorities That Some of the Canal Counties Piled Up 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.

ASSOCIATED PRE

NEW YORK CITY, November 4.

New York state yesterday gave a majority of over 250,000 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 Erie 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 would 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 bonds are to run for not more than eighteen years.

Mr. Tamm, in support of the proposition, declared that canal improvement was necessary for the rehabilitation of the commercial 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 a competition in rates as they might see fit and that New York city would be discriminated against.

The following returns, received up to 5 o'clock this morning, show approximately the pluralities of the different counties of the state. Returns have not been received from one or two counties and other returns are largely estimate, but the total plurality is not far from 250,000, either more or less.

[illegible]

Paraphrase	460,939	184,049
Plurality for		231,536

*Incomplete.

The latest returns indicate that the Republicans will have 95 and the Democrats 54 members 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 gain of seven.

Returns from all five districts indicate a plurality for the Democrats, over the Republicans, in each district, under McKee, Reps. for Supreme Court justice of 1,190.

George B. McCellan, will be the next mayor of Greater New York, having defeated Mayor Seth Low in re-election by a plurality of 23,411. The complete returns for the city have not yet been received from the various districts in the city. By the same returns Controller Edward M. Groot and Charles V. Fornes, president of the Board of Aldermen, running for re-election on the Democratic ticket, defeated two year ago, by 66,730 and 64,923 plurality respectively. Controller Groot leading the city ticket. This sweeping Democratic victory was accomplished for the Democrats in the boroughs of Manhattan, only Richmond borough, Brooklyn, giving Low a plurality and Queens borough citizens.

THE BARGE CANAL ACT.
JTC - Nov. 5, 1903

The huge 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 have been submitted to the people, and have received a majority of all the votes cast for and against it at such election.

The law is mandatory upon the Comptroller of the state, the Canal Board and the Superintendent of Public Works, ordering the Comptroller to issue bonds appropriating \$10,000,000 from the first issue, and ordering the Superintendent of Public Works to construct a barge canal over a described line by letting contract 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 paid into the state treasury, and so much thereof as shall be necessary expended for the purpose of improving the Erie canal, the Oswego canal and the Champlain canal as

The Comptroller is directed to prepare the bonds for the full amount, under the supervision of the commissioners of the canal fund. He is to sell to the highest bidder not more than \$10,000,000 in the two years following the date when the act takes effect, and \$10,000,000 at intervals thereafter as required for carrying 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 sinking fund is provided as required by

law. As the present constitutional requirement is for payment in 13 years from the date of each issue, the earbonds will probably be due in that time but a constitutional amendment would doubtless be adopted to lengthen the term of most of the issue required by the act.

The route of the canal will be from the mouth of the Hudson. The canal is to begin at the foot of Congress street, Troy, go up the Hudson to Waterford, thence westerly through the branch of the canal south of Waterford and north of Peebles island, and to the Mohawk river, where Cohoes falls by a new canal at lock. From the point above the falls the Mohawk river is to be canalized to Little Falls. The present canal is to be enlarged to the falls at Little Falls. From the falls the Mohawk is to be canalized to Jacksonville thence along the present canal line and the valley to a point about six miles east

of Rome. From this point the canal is to be cut to Wood creek and then down the valley of Wood creek to Oneida lake. The route is then through Oneida lake to Oneida river, down the river to Seneca river, and across the river to Oneondaga lake. The lake is to be dammed at its outlet for the accommodation of Syracuse. The route follows the Seneca 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 large canal will curve to the south, joining the present canal about a half mile west of the crossing of Irondequoit creek. For about two and a quarter miles west of Pittsford the canal will follow the present line substantially, when it will take a curve to the south and a crossing of the Genesee river near Genesee Valley Park, joining the present line again about a mile east of Mount Greece. After passing Rochester the route is substantially the line of the present canal. From the Genesee river aside cut will run along the Genesee feeder to the present canal in Rochester, where a basin 1,500 feet long and 17 feet wide will be constructed. The canal is to cross the river in a pool formed by a dam. The engineering of this crossing

is one of the most difficult problems of the whole line of the barge canal. The difficulty lies in making an effective crossing and saving the city from any real danger of flood damage. Our city authorities 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 highway charge of canals.

The canalizing of the Mohawk river so as to provide against destruction by flood is also a difficult problem. To make it desirable for the Germans can point advisory engineers up to the number of five. Under this provision the services of the most experienced engineers can be obtained 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, the project to expend the appalling sum of \$20,000,000 on the canals of this state is another among many demonstrations of the futility of referring so great a question to the vote of the people. A few years ago the referendum of all laws was a fashionable crotchety among a certain class of reformers and fanatical demagogues. Legislation would have by popular vote instead of by representatives in deliberative assembly.

The returns of the votes on the canal referendum show that almost wholly the majorities were in the two great cities of the state and nearly nine-tenths of the total in the city of New York alone.

It is not necessary to argue the question of the canal project on its merits, for the decision in 1892 was based on the fact that by this city, was not made on any consideration of its merits. It went through by default, both parties contributing to the result, and each relatively to its strength.

Now, whether the canal project is desirable or undesirable, it was in many respects the most important issue put before the electorate. It affects the policy of the state for many years to come. It is a question involving the interests of the people, concerns the canal system, and it involves so vast a continuous expenditure that it will have consequences which will be far-reaching and, according to past experience at least, long-lasting.

It was, therefore, at least a debatable question of state policy, and it was a glrieve in its character that the debate on it should have been thorough, enlightening and dignified. It was the great question of the majority of more than 250,000 in the New York knew anything about what they were voting for? How many of them were they? "Yes" on their ballots has no other than any opinion on the merits of the question or the policy of the project to inform themselves as to them? Whether they did well or ill, they knew not what they were doing.

This referendum, therefore, failed completely in obtaining an intelligent expression of the popular will on the subject referred.—New York "Sun."

THE PASSING OF THE LOCAL
MOTIVE.

An interesting illustration of the tendency which is inducing a gradual substitution of electricity for steam in the operation of railroads is originally built a trolley car or locomotive electric line, published by the New York Central management in its announced plans of electric operation of its lines. The plan covers the central and western parts of the state to save its local traffic, which has been heavily cut into by independent trunk line railroads. A part of the Rensselaer, Waterson & Ogdensburg railroad, which has been leased by the New York Central, is to be equipped with electricity as quickly as it is possible, and the new electric cars of the Central system can run to and from all points along the Southern and Western lines. The Erie, Delaware & Suburban lines are also to be absorbed. The New York, New Haven & Hartford is pursuing the same policy, and already has some 185 miles of electric railroads. The same is true of many important trunk lines.

The reasons which make it impossible for the locomotive to compete successfully

with the traffic in one or another form in the intramural railway and a suburban form will gradually narrow the sphere of its usefulness and it requires no great stretch of the imagination to see that it will ultimately disappear altogether. It is a gradual, no doubt, but it seems to be inevitable. The last useful function will be in the trains for long stretches of country furnished with the most interesting populous and important sections. The locomotive has performed a service of incalculable value in the world for something like a century and a half, and in the second century of its life may well bring into being a new and more useful and modern refinements. It is at best a crude and wasteful device, and neither cruelty nor wastefulness have a permanent place in the ethics of the United States Postal organization. New York. "Times".

BOATMEN THINK THEY'LL PROFIT'

THEY'LL PROVE IT
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.

"Boatmen who have spent their lives 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. One man, who has been talked with me lately, figured that 80 per cent of the material entering into the construction of the new canal, will have to be transported from point to point on the old canal. He said that the whole of this immense traffic will be paid for by the tolls on the new canal. He said that the experience with the \$3,000,000 improvement tends to bear out this belief. Very little of the material was transported by barge. When the present fleet of boats is discarded, the present fleet will be insufficient to handle the business, boats were constructed to haul the freight.

This is what will probably be done now on the canal. Boatmen say that this will cause such a drop in the tollage of the present ditch and canal that 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?

The proprietor Smith is of the opinion that the proposed canal will 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 Erie canal, the work of improvement can go on all the winter months, and that the summer the work can go on in the places where the new canal diverges from the line of the old Erie. The barge canal will be closed while the work contemplated in this act is in progress on the canal upon which work is actually being done shall not be open for navigation from the 1st of May 1874 until shall be closed before November 1st. The act apportions thereof may be opened earlier and closed later when in the judgment of the superintendent of public works it may be found to be detrimental to the progress of the work of improvement."

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 and opened up for building purposes.

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 favorite means of transportation across the state. Said Mr. Barden to a reporter yesterday:

"Every pleasant day I go down to the canal and watch some of the boats go by. It recalls the first impressions I received 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 Rochester was. From what I have seen on this visit I guess it has grown more beautiful."

1903. Nov. 12, 1903

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 Chamber 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 politicians 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 there 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 Baldwin & Blackmar, who drafted the referendum bill, for the Buffalo canal boomers, Mr. Blackmar entered a vigorous denial to the rumors of fraud in the counting of the differential system vote 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 the awakening, Mr. Blackmar believed the referendum bill would have been defeated.

New York and the Railroads.

Mr. Blackmar believes that it was the matter of alleged railroad discrimination against New York that aroused the people of that city in favor of a barge canal. This discrimination is based on 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. This 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 territory lying north of the Ohio river are adjusted on a sliding scale with reference to this basis rate. Detroit takes 75 per cent, of the rate, Cincinnati 57 per cent., Erie 50 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 Central railroad, realizing the injurious effect 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 disastrous rate war followed, and ended in 1882 in a return to the differential agreement."

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 river will free the commerce of the city from the control of the railroad differential." Mr. Blackmar 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 endorse the argument of many anti-bargers to the effect that the railroads would soon form a barge syndicate that would make abortive the attempt at successful adjustment of freight rates. He maintained that on a free waterway 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 declarations to the effect that an honest count of the canal amendment votes was made in the metropolis.

Close of Navigation.

Superintendent of Public Works Boyd announced yesterday that the Erie canal 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 as one as possible.

The weather bureau assures Mr. Boyd that the present open conditions will continue for the remainder of the month. Insurance companies have ceased to take risks beyond December 1st on perishable freights.

The Western New York Canal Enlargement association, of Buffalo, immediately 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 opponents from obtaining jobs on the improvement. A committee of five from Onondaga river, which can be made head of

ALDERMEN DENOUNCED BARGE CANAL

Resolution Denouncing Barge Canal Graft Adopted Unanimously.

THE RILEY TRIANGLE

Application Will Be Made to Court to Name Commissioners of Appraisal.

John Ives, Nov. 11, 1903

A meeting of the Common Council was held in the City Hall last night. Outside of routine business very little was done with the exception of the unanimous adoption by the Aldermen of a resolution by Alderman Plumb denouncing the ship canal project.

The resolution follows:

"Whereas, A vast amount of money is to be expended upon an enlargement of the canal;

"Resolved, That it is the opinion of this board that a ship canal should be built from Lake Erie 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 intelligent consideration of the subject to have additional surveys and studies,

"Resolved, That we will call upon our representative in Congress and the Senators of this state to make an effort to secure the passage of a bill to provide 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 Rochester, to appoint a committee of citizens to take such action as may be deemed wise toward securing such results."

Another step was taken toward the acquisition, through condemnation proceedings, of the Riley Triangle, Main Street East and University Avenue. The resolution adopted asserted the determination of the city to take the property and gave notice that on Dec. 3 application would be made to the Court to appoint commissioners of appraisal.

John Ives, Nov. 11, 1903

The Common Council of Rochester and the Supervisors of Monroe County have passed resolutions calling upon the 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 construction 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 discussion 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 influence, 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 national policy for the construction of a deep waterway from the lakes to the sea. Nothing but a determined effort can free the people of this state from the control of the corporate interests which have imposed the barge canal scheme on us.

In the meantime the deep waterway policy will have to depend on Western support; and it may be that it will turn Southward instead of Eastward. Careful estimates have been made for extending the Chicago drainage canal from Joliet to the Mississippi river; and it will cost less than one-fourth of what we have voted for a barge canal, 12 feet deep, and capable of 20 feet draft at an increased cost of 40 per cent. With certain improvements in the Mississippi through St. Louis and Cairo, it will be easy to secure 14 feet of water in that river to the Gulf of Mexico. The Southwestern and Western states, baffled in an attempt for a 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, immediately 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 opponents from obtaining jobs on the improvement. A committee of five from Onondaga river, which can be made head of

The association was organized to not only differ from a barge canal, but to further and that men employed on the work who will later to the best advantage of the canal project." The association has followed this up with a formal indictment, by resolution, of an alleged project to have the headquarters of the western division of the Erie canal moved from Rochester to Buffalo. The Buffalo "Times" said yesterday:

"Rochester has shown its hostility to the canal and in keeping with that position it would be only natural for the city of the Four Corners to wish to rid itself of any connection with the improvement and ought to be elated over the movement to have the headquarters moved to Buffalo. It may possibly be that Rochester would like to derive pecuniary benefits that will follow the improvement plan, and if we are not mistaken one of that city's engineers has already placed himself in the line light as a candidate for appointment to the canal improvement commission."

The reference to a Rochester engineer was occasioned by the report from that city of 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 knowledge 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 designing the headquarters of the western division of the Erie from Rochester to Buffalo as a joke.

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 Chamber 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 politicians 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 there 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 Baldwin & Blackmar, who drafted the referendum bill, for the Buffalo canal boomers, Mr. Blackmar entered a vigorous denial to the rumors of fraud in the counting of the differential system vote 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 the awakening, Mr. Blackmar believed the referendum bill would have been defeated.

New York and the Railroads.

Mr. Blackmar believes that it was the matter of alleged railroad discrimination against New York that aroused the people of that city in favor of a barge canal. This discrimination is based on 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. This 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 territory lying north of the Ohio river are adjusted on a sliding scale with reference to this basis rate. Detroit takes 75 per cent, of the rate, Cincinnati 57 per cent., Erie 50 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 Central railroad, realizing the injurious effect 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 disastrous rate war followed, and ended in 1882 in a return to the differential agreement."

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 river will free the commerce of the city from

The control of the railroad differential. The association was organized to not only differ from a barge canal, but to further and that men employed on the work who will later to the best advantage of the canal project." The association has followed this up with a formal indictment, by resolution, of an alleged project to have the headquarters of the western division of the Erie canal moved from Rochester to Buffalo. The Buffalo "Times" said yesterday:

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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 townships in Monroe county was 12,513; the total vote on mayor in the city of Rochester was 33,323, making a total vote in Monroe county of 45,836. 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 preference on a proposition to bond the state for \$101,000,000.

The majority of those who did take the trouble to vote was overwhelmingly in opposition to the barge canal scheme. In the towns 2,018 voted yes and 7,868 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 majority in opposition in the county was 14,430.

The detailed vote by wards and towns on the canal proposition follows:

Wards.	For.	Ag't.
First	65	394
Second	112	132
Third	111	602
Fourth	222	268
Fifth	165	278
Sixth	169	762
Seventh	288	316
Eighth	159	738
Ninth	245	304
Tenth	128	774
Eleventh	463	941
Twelfth	279	1,438
Thirteenth	128	509
Fourteenth	443	781
Fifteenth	124	422
Sixteenth	255	628
Seventeenth	306	609
Eighteenth	352	569
Nineteenth	542	955
Twentieth	119	577
Total city	4,828	13,538
Plurality	8,710	8,710
Towns.	For.	Ag't.
Brighton	109	559
Chili	69	451
Clarkson	73	298
Gates	21	462
Greece	58	363
Hamlin	19	279
Horseshoe	29	432
Irondequoit	47	546
Monroe	62	482
Ogden	129	471
Parma	133	254
Penfield	256	373
Perinton	212	272
Pittsford	62	249
Riga	33	284
Rush	29	141
Sweden	307	438
Webster	49	620
Whiteland	63	300
Total towns	2,018	7,868
Plurality	5,850	5,850
Total county	6,844	21,274
Plurality	14,430	14,430

John Ives, Nov. 12, 1903

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 Erie 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 discuss the question as regards Rochester. He is of the opinion that the matter will not press for a settlement in two years.

"Here in Rochester 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 station, 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 mason work that cost the Lehigh Valley railroad thousands of dollars could be brought into good use in the construction of the market."

Secretary Ives said that he understood that the state would sell the bed of the canal through Rochester just as soon as it was found practical to abandon it. The property will be sold to the highest bidder as it stands, the state taking no measures to have it improved.

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 complete survey than the one made two years ago. That survey, which cost \$170,000, State Engineer Bond says was complete.

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 Engineer Wickes, Secretary of State O'Brien and Attorney-General Cunniff. Wickes, Cunniff and O'Brien are open advocates of canal improvement.

The canal improvement state committee has decided to maintain its organization until the barge canal is finished. The members have issued a statement to the effect that they would not leave the line of election has imposed upon them to elect a clerk to 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 may be begun as soon as possible, carried on with economy and the utmost despatch, and accomplished to the best interests of commerce and the people of the state of New York."

State officials witnessed another successful test of the "electric rule" in Schenectady recently. It is said that a large block of stock in the concern is held by prominent state politicians who seek to obtain its purchase and adoption by the state.

Democrat and Chronicle

BARGE CANAL PEOPLE ADVISED TO GO SLOW.

To the Editor of the Democrat and Chronicle:

Sir: Abraham Lincoln said "nothing is settled until it is settled right." Undoubtedly the referendum clause of the canal law intended to express the popular vote should be indicative to the Legislature for its action and should require its consideration and its analysis with full power to repeal, modify or perfect. Through the law it is practically in the vote of Brooklyn and New York, now can it intelligently be called a vote for the thousand-ton barge?

Let us analyze the vote. From Rochester, a campaign, limited by time and means was carried on presenting the facts as to waterway development and the facts as to the advantages of the deep waterway over the deep bargeway. Rochester did not attempt to go beyond the Hudson. The campaign left to the Executive Committee here of the anti-canal forces, which carried on a campaign strictly anti-canal, whose wisdom I doubt. Throughout the vote this side of the Hudson, the majority was nearly 200,000. Buffalo returned a favorable majority of 30,000 but against its 6,000 adverse and 10,000 too small to register for it. In Oswego, regular conditions prevail, it is the hope of Albany and possibly Utica.

Since deep waterway to supplant Buffalo entirely, there was a fair majority for the canal 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 cost \$30,000,000 in Niagara, and about the same amount in Albany, the two counties registered with such minorities for the canal improvement, and the only one favorable count about the line are Orleans with only 248, where their stone quarries give peculiar interest, and also the Buffalo papers circulate, and also Fulton and Schenectady, where nearly 100,000 majorities in Albany county, the majority was made up of the favorable vote in Albany city of 2,340, where the Knickerbocker Express presented a petition, daily the usual provincial 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 presentation of facts pro and con on all sides by the Chamber of Commerce and the local organizations and the papers in each locality, resulted in an intelligent vote all along the canal route 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 Rochester and Albany.

Two of the upper Hudson counties are reported favorably by a small vote, being untouched by the Rochester propaganda, and Ulster county is credited with 800, reasons unknown, except that the Kingston Freeman, an industrial paper, strenuously favored the barge project and no paper there published anti-barge.

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 referendum most strenuously and continuously, but the presentation, like all that of the pre-1900 barge canal party, so far as it was concerned, was a mere repetition of old statements and misrepresentations, and which the New York editors took as gospel, was upon the merits wholly of arguments for a deep waterway, setting out what other states had done and their canals, and the ship canal, and the practically huge and unanimous vote for the canal referendum there amounts to no more than recording the very earnest expression of its press and people that New York's commercial success should be maintained and that the waterways through the state be made as efficient as possible, which they were informed the barge canal would do. Moreover, the letter of G. H. Raymond, secretary of the Canal Committee, was given publicly, asking the ship canal people to support the referendum on the ground that every possible effort to secure 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 on the section from Tonawanda to Onondaga, would give two years more in which our expedient efforts could be made by appeal to Congress and congressional action for the deep waterway from Oswego to the Hudson and spur to Onondaga by federal action or state and federal co-operation.

Starting the few engaged in transfer in Buffalo, what place along the line is not better 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-ton barges to bring the same load, there to transfer to sailing vessels, a different type.

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 enlisted, if possible, in the building of a canal from the Great Lakes to the Eastern seacoast 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 result 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 Times, Nov. 12, 1903.

In such situation, if the Legislature in its wisdom does not expect to devote effort to the 1,000-ton bargeway until effort is made to find out what the federal government will do as proposed before and contemporaneous with the passage of the Davis-Borwick act, it can at least use its power thereto and the facts of the case to postpone any action of the common route until it is settled that the deep waterway cannot be obtained by federal action or state and federal co-operation, or is not a project for the state alone. Under the vote as made, no state administration or Legislature, 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 discussion was as to the advisability of what was to it as large a project as the barge canal to the state. Otherwise, no opposition and a practically unanimous vote. The directors then went upstairs, reconsidered their action and voted not to carry out the project the club membership had endorsed. Everybody acquiesced. So it went. So it may go.

On October 30th I received a long telegram from Mr. Raymond, as secretary of the Canal Committee, assuring me that none of the barge people would object to the deep waterway about the Oswego-Mohawk route, would sign any memorial I might draw, and in every way further the deep waterway and congressional action and use their honest efforts thereto which we must depend on, and would in consequence delay the bargeway for two years and would delay, thus giving us four years in which to secure action looking to a deep waterway there, more accessible to the Hudson than the barge project; and the canal referendum is only a vote for a waterway at least twelve feet deep and with a minimum width of seventy-five feet. His letters of the tenor were published throughout the state, and which I have let us work on this basis from now on if the barge act is not repealed. It would be silly for the state to spend \$101,000,000 for the inferior 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 step in appealing to Monroe's Congressmen 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 Federal 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 Aldermen have acted wisely in asking the Mayor to appoint a commission of citizens to take such action as will bring the subject before the proper authorities with the idea 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 no doubt act at once in the matter.

In a communication to the Brooklyn Eagle, Secretary Ives of the Chamber of Commerce vigorously and convincingly combats the argument that the cost of the Manchester Canal, namely, \$75,000,000 for 35 miles, precludes the practicability of building a ship canal across New York State, only 100 miles of canal waterway being necessary. Mr. Ives points out that the total cost of a ship canal as exactly detailed in a report of the United States Board of Survey would be under \$50,000,000, which is no more than the estimated cost of the barge canal, \$101,000,000, plus the fifty years' interest. Mr. Ives says further:

The twelve-mile deep waterway around Niagara is all we have to construct and maintain to bring the Great Lakes traffic and its vessels, the bulk of which are already over 1,000 tons, into Ontario and to Oswego. It will cost just \$23,000,000 for a 21-foot way, which is less than the bargeway will cost here to Rochester. In the same way these vessels and traffic can be brought to Onondaga and Onondaga Lakes from Oswego for \$25,000,000. This total cost of \$48,000,000 is less than cost of bargeway to the same point. As you admit, both are engineeringly feasible, why is it not 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 made these thorough surveys at expense of \$1,000,000, but has also obtained all the statements and representations, and which the New York editors took as gospel, was upon the merits wholly of arguments for a deep waterway, setting out what other states had done and their canals, and the ship canal, and the practically huge and unanimous vote for the canal referendum there amounts to no more than recording the very earnest expression of its press and people that New York's commercial success should be maintained and that the waterways through the state be made as efficient as possible, which they were informed the barge canal would do. Moreover, the letter of G. H. Raymond, secretary of the Canal Committee, was given publicly, asking the ship canal people to support the referendum on the ground that every possible effort to secure 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 on the section from Tonawanda to Onondaga, would give two years more in which our expedient efforts could be made by appeal to Congress and congressional action for the deep waterway from Oswego to the Hudson and spur to Onondaga by federal action or state and federal co-operation.

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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 incurred.

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 Fitzhugh Hall, to all of which you are cordially invited.

Trusting you may feel disposed to contribute toward this laudable object as well as to attend the meetings now in session,

ROCHESTER CHAMBER OF COMMERCE,

By J. M. Ives, Sec'y.

November 12, 1903.



MRS. CORA ELLA ATKINSON.
Morgantown, W. Va., Pomona of the
National Grange.

Payetteville—Master, H. J. Knapp; overseer, Duane Smith; lecturer, Mrs. C. M. Peck; chaplain, Frank Veldner; assistant steward, M. B. Snook; lady assistant, Mrs. E. W. Wilson; secretary, Miss Ida Kelly; treasurer, C. M. Peck; steward, B. H. Wells; gatekeeper, John Gregg; Flora, Mrs. Frank Veldner; pomona, Mrs. D. H. Wells; cress, Mrs. George Taylor; pianist, Mrs. Edith Maltby.

Gode's—Master, D. G. Donoghue; overseer, W. C. Mitchell; lecturer, P. D. Schuyler; steward, J. Fay; lady assistant, Minnie Smith; treasurer, J. H. Jerome; gatekeeper, B. W. Work; assistant steward, Harriet Smith; flora, Mrs. W. C. Mitchell; pomona, Mrs. Andrews; cress, Mary Corey; pianist, Mary Smith.

"At the conclusion of the degree work the grange inspected Mechanics Institute by invitation of the board of trustees. The visitors were much impressed by the magnitude of the building and the wide scope of its work. Tea was served to the ladies 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. Atkinson of West Virginia, H. C. Raap of California, and S. K. Thompson of South Carolina. Tea was served in the demonstration room by Mrs. William S. Kimball and Mrs. Fredrick P. Allen, and coffee by Mrs. Arthur S. Hamilton and Mrs. Walter S. Hubbell. Mrs. William S. Lee was chairman of the committee on arrangements.

Last night another large class was initiated into the seventh degree. More than 700 candidates have taken that degree so far at this convention.

CHRONICLE.

GRANGERS WILL VISIT INSTITUTE

ARE MUCH INTERESTED IN BIG TECHNICAL SCHOOL.

THOUSANDS OF DELEGATES

Are Present From All Parts of the Country—Patted Themselves on the Back a Little in Speeches at the Chamber of Commerce Hall.

There was a large attendance at the sessions of the National Grange yesterday, 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 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 seventh degree were received from 450 persons. It was conferred upon many of these last night, and the remainder will receive it tonight.

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 an informal meeting of the Patrons of Husbandry was held in the Chamber of Commerce.

One of the features of today's programme is the reception to be given the grangers at the Mechanics 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. Fredrick P. Allen, and coffee by Mrs. Arthur S. Hamilton and Mrs. Walter S. Hubbell. Mrs. William S. 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 building, 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 of young women as to young men, will be of especial interest to the grangers. They believe in the equal rights of men and women and practice their belief in the grange, the conduct of the Grange. Then, the 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 sciences, department of manual training and department of domestic science and art. The institute is about 100 yards from the convention hall, corner of Plymouth avenue and Spring street.

At yesterday morning's session a resolution was introduced by George B. Horton 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 officers and installations would be held next Wednesday forenoon. Reports were given by the national officers whose names follow: Governor N. J. Baughman, of New York, lecturer; W. C. Jewett, Worcester, Mass., steward; Mrs. E. S. McLeod, of Rome, N. Y., treasurer; G. W. Baird, Edina, Minn., gatekeeper; Mrs. Mary M. Wilson, Magalloway, Ill., cress; W. K. Thompson, Liberty Hill, S. C., chaplain.

Governor Baughman, in his report, said, in part:

"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 the people. We refer to the teaching of the principles of agriculture in public schools and to securing the rights of agriculture in the so-called land grant colleges.

"Marvelous progress has been made in recent years in the former, owing to a clearer understanding of what is contemplated in the movement. Those who have been opposed to the plan were in many instances acting upon the belief that we desired to have the boys and girls taught how to do farm work rather than why it is done in a certain way.

"As soon as we have convinced people of influence that we desire to have taught in 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 food affect animals, rather than what combinations to make, and the effect of water upon the elements 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 this land. The result of such action will be far-reaching both in the mental development of the child and in implanting an interest in agriculture that will continue through life. In whatever occupation or profession the person may be engaged in later years, will assert itself whenever the interests of agriculture are recalled. It requires earnest effort and the utilization of every means to perpetuate the idea that agriculture is the basis of all industries 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., assistant secretary of agriculture, stating that he would be present at some time during the convention.

A pleasant feature of the morning session was the reception of O. H. Kelley, of Corvallis, Ore., one of the seven founders of the order, and the only one now living. He was given an enthusiastic welcome by the delegates. Mr. Kelley has a niece, Miss Caroline Hall, through whose efforts the women 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.

The Chamber of Commerce was well filled 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.

Among those at this meeting was J. H. Durfee, of Florida, N. Y., superintendent of agriculture, live stock and dairy exhibits for New York state at the St. Louis Exposition. He is in the city not only to attend the meetings of the Grange, but to induce the residents of the city to send exhibits to St. Louis. 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 farmer and the farmer, he said, was coming to be 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 enterprises.

"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 beautiful 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 attention was drawn to investigate the mysteries and wonders of nature, he said, would live more enjoyably and helpfully; they would be in every way benefited by possessing a keen and practical appreciation of the natural world.

The careful observers of events in the city and the great business interests represented in the Chamber of Commerce are getting ready to consider with interest the barge canal project and its relation to the city of Rochester. A ship canal is so far away that there is no occasion for talking about it to the neglect of the more urgent barge canal voted by the people at the last election.

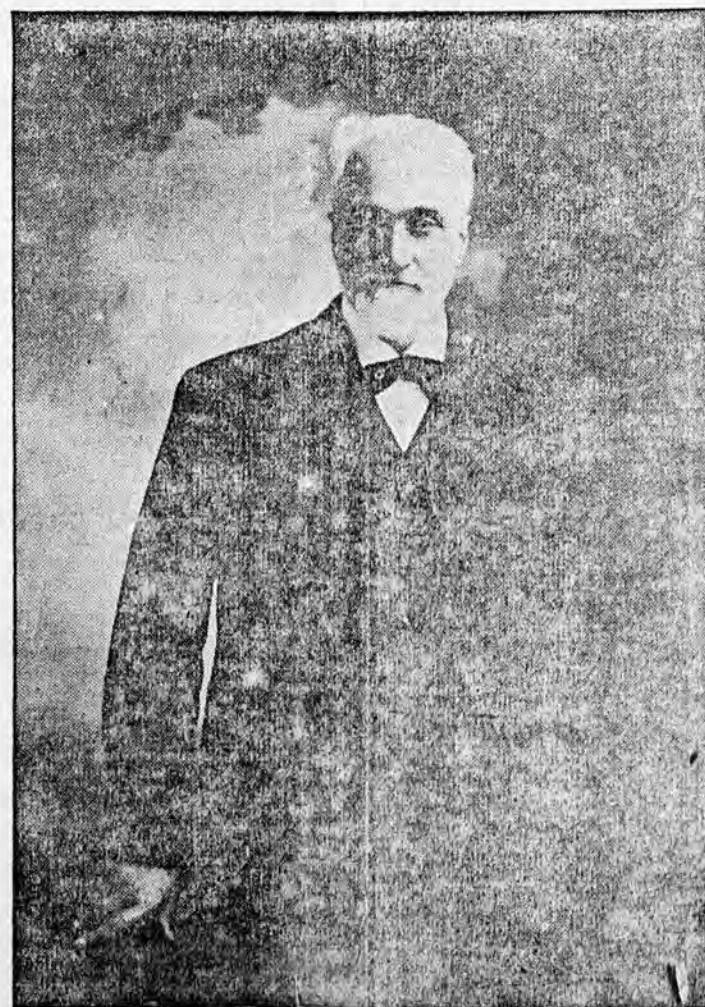
The place and method by which the canal is to cross the Genesee river are of the utmost consequence to Rochester. A pool supposedly at river level has been mentioned as the preferred crossing. Just how such a pool can be constructed to permit the waters of Lake Erie to pass eastward in the canal and the waters of the Genesee to pass northward to the mills of Rochester after supplying the pool in the canal bed has not been clearly stated. Unless a workable plan that will insure the undiminished flow of the Genesee river can be devised with the pool method, it would be well to consider an aqueduct just below the old state dam in Genesee Valley Park.

To take the Genesee river and turn it into the barge canal at a so-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 into the canal would also stop the water of Lake Erie from filling the eastern levels. Pipes beneath the river might carry the lake water under the gates and permit the even flow of the Genesee.

The other alternative, an aqueduct, might be employed by raising the canal level and digging away the rock at the rapids for use in construction and to make 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 the old Genesee valley canal crossed the river in a pool. But the waters of the river diverted for the time to the canal and 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 costly than the rest of the canal. And we hold that the state officials in charge of the work of earth until the time to the canal and 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 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 Payetteville teams.



Aaron Jones, South Bend, Ind., Master National Grange, Patrons of Husbandry.

Thousands Did Not Vote For Or Against the Barge Canal

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 official canvasser of the city and county vote, finished its work yesterday and the returns require but to be signed to make them official. Following are the votes on the canal enlargement proposition and for common school commissioners:

Canal, total vote, 10,294; city, 17,210; county, 27,440. For, towns, 1,741; city, 3,500; county, 5,247. Against, towns, 7,533; city, 13,710; county, 21,441. Blanks, towns, 750. Plurality, against, 2,581. Baughman, total votes, 16,198. The ward inspectors of election made no returns of the blanks in the city. Subtracting the total city vote for and against, 17,210, from the total for Municipal Court judge, 31,700, 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 valid votes on the proposition.

Commissioners of common schools—Total, 60,072. Forbes, 10,785; Baughman, 18,088; Osborn, 14,404; Chamberlain, 13,019; Kemmer, S. D., 2,220; Splitz, 2,212; Baum, S. L., 351; Luendecke, 351; blank, 1,043. Forbes's plurality, 2,381; Baughman's, 2,581. Baughman, total votes, 16,198. Eleventh, Thirteenth, Fifteenth and Twentieth wards. Forbes lost these and the Fifth, Seventh, Ninth, Sixteenth and Seventeenth wards. Osborn, like Forbes, carried ten wards, but the pluralities were not big enough after the results. 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 heaviest vote was in the Seventeenth ward, 5,889, for which Forbes got 1,072; Baughman, 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 was gained in the Twelfth ward, where Baughman got 1,702; Forbes, 1,515. They ran lowest in the First, where Forbes received 235 votes and Baughman 301.

A review of the Republican pluralities is not without interest, now that the official count has been completed. They are, in the order of size, as follows: Lodge (county), 4,623; Williams, 4,572; Pond, 4,510; Judson, 4,371; Hotchkiss (county), 4,227; Oris, 4,270; Edgerston, 4,206; Baughman, 3,884; Hochstadt, 3,539; Forbes, 2,381; Cutler, 910. The average plurality of these seven candidates, who had Democratic opposition, is 3,765.

OFFICIAL CANVASS FINISHED.

Baughman Received 18,088 Votes and Forbes 16,198 for Commissioner.

The official canvass of the vote cast at last week's election was finished by the Board of Supervisors yesterday afternoon. The last returns to be canvassed were those showing the vote for commissioners of schools, and then came the vote on the barge canal proposition. As finally canvassed the vote for school commissioners stood: Forbes, 10,785; Baughman, 18,088; Osborn, 14,404; Chamberlain, 13,019; Kemmer, S. D., 2,220; Splitz, 2,212; Baum, S. L., 351; Luendecke, 351; blank, 1,043; total, 60,072.

Forbes' plurality over Osborn, 2,381; Baughman's plurality over Osborn, 2,581; Baughman's plurality over Chamberlain, 5,069.

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Urges Farmers to Combat Union Tyranny

PROBLEM CAN BE 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. H. Brigham, of Washington, D. C., this morning addressed the National grange of which he was master for nine years. He spoke very plainly, and urged the farmers to take a firm stand against the tyranny of organized labor and organized capital. Both, he said, were threatening problems which the agricultural class alone could solve. His words were received with great enthusiasm.

Two important resolutions were introduced, one from Oregon, called for an investigation of the charge that the railroads are charging the government more for carrying mail than they charge the express companies for carrying packages. The other demanded a convention for rural mail route carriers which would equal that received by city mail carriers. Both these resolutions were referred to the legislative committee. 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 dealt upon the pay of rural mail carriers, the other protested against the metric system. The latter came from Ohio. The session was opened at 9:45 o'clock by National Master Jones. The introduction of resolutions followed. J. A. Newcomb, of Colorado, read one as follows:

Whereas The alleged excessive charges of our railroads for carrying the mails in comparison to what they charge express companies, are much more than such services are worth, and

Whereas This alleged excessive charge is causing a delay in the postal department of our government.

Resolved, That we petition the National Grange to instruct its legislative committee to investigate the truth of these charges and, if they are found to be true, to use their best endeavors to have the same abated.

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against the railroads and their postal ways. State Master Leedy introduced the following:

The resolution was adopted by the Oregon State grange. Mr. Leedy introduced another resolution, providing for the state to hold biennial election of officers in district and juvenile granges. The resolutions were referred to the proper committees.

The reports of state grange masters followed. Governor Nathan J. Russell, of New Hampshire, brought out some interesting facts relative to grange work in that state. He said that the order in that state now numbers about 25,000, or one-fifth of the whole population. The Patrons of Husbandry Insurance company of the state carries \$5,000,000 in policies on grangers' property. Governor Russell praised highly the system of general instruction in New Hampshire. He said rituals are not used in initiation ceremonies or subordinate bodies.

State Master Norris, of New York, reported fifty-nine new granges organized and five new pomona or county associations.

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Secretary of the New York State Grange

and looked out. Also you must stand against the limitation on the output of manufactures and against restriction upon willing workers doing the best he can for his employer, because he can produce better work than his associates. "You must also protest against the monopolization of production and the interference with competition along proper lines. You must take a lively interest in legislation. It is for the good of your family that you object earnestly to class legislation. The home is the safeguard of liberty. The grange is doing an important work in beautifying and making more attractive the homes of its members. There is no reason why the home of the farmer should not be the most comfortable, attractive and advantageous in the world today."

Assistant Secretary Brigham will return to Washington to-night in connection with a Post Express reporter this morning. He said that the department of agriculture intended to ask congress for an appropriation of \$500,000 for emergency cases, such as the foot and mouth disease, which it was called upon to combat last year. He attributed the enormous crops this year to the climatic conditions, and also, and not least, to the advance in intelligence which marks the department of agriculture, he said, to increase that intelligence and technical 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 chaplain, S. K. 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; Maggie Marr, of Michigan; Lucy C. Bancroft of Delaware; Edward W. Davis, of California, postmaster of the California state grange and past overseer of the national grange; and Isaac C. Steel of California.

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 secretary. The Rev. John Trimble, 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 softened hearts and tearful eyes we pay this tribute to his memory. Similar services will be held on Sunday of the national grange session year after year. Some of us may participate and some of us may be called to the eternal home even before another session. It will be well if he can be said of us as we truly say of our departed brother, that he did what he could to make the world better and those who associated with him happier, by kind words, good deeds and exemplary character. The example of such a life will count for more in the betterment of the world and the uplift of humanity than can be measured or stated."

Other grange officers added their words of affection, and then going to where flowers, pomona and cress stood, with flowers, each selected and placed it upon a sheaf of wheat. This ceremony was observed when the name of each one of the dead was read. The three godesses who dispensed the flowers at the service were: Flora, Mrs. E. H. Wolcott, of Kentucky; pomona, Mrs. T. C. Atkinson, of West Virginia; cress, Mrs. Martha Wilson, of Illinois. The vocal quartette consisted of Master J. A. Newcomb of Colorado, Master W. F. Hill of Pennsylvania and his wife and Miss Jennie Hill of Vermont. Mrs. C. J. Bell of Vermont, wife of the state master of Vermont, played the piano.

Resolutions were adopted in commemoration of the death of the Rev. John Trimble and will be printed in the journal of the convention besides being referred to each of the state granges.

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Resolutions were adopted

ROCHESTER AND THE BARGE CANAL.

The Albany Evening Journal published the following statement a few days ago: "State Engineer Bond today said that the five points at which the first work on the barge canal would begin were Cohoes, Little Falls, New York, 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 Public Works had enough money to meet 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. 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 route sketched out by the surveyors runs about 1,200 feet south of the Elmwood avenue bridge and through the finest part of Genesee Valley Park. A dam built there would probably raise the river level some what and in time of flood offer an obstacle that would cause the flooding of the valley on the south is an unusual degree.

We are told that guard locks will keep the river in its bed and from diversion to the canal. These guard locks must also permit a flow of water to keep the eastern levels full; and in case of a small supply from Lake Erie the entire flow of the Genesee would go into the canal, unless the lock gates were made solid and the Lake Erie water carried in pipes under the canal bed to feed the eastern level. The diversion of any part of the Genesee would be a serious injury to Rochester, and the 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 great and beautiful city would be immense, and to no purpose that would begin to pay the cost.

It would be possible to cross the river on an aqueduct near the old state dam by making a vast amount of rock excavation to lower the river bed. The stone could probably be used for the aqueduct. Such construction would not interfere so much as a pool dam with the flow of the river and avoid damage to diversion of the waters. This cost would be very large, but in all probability not so great as the pool dam and the consequent damage to city property and to the great and growing interests of Rochester. The State Engineer will be justly charged with neglect and lack of foresight if he fails to secure a thorough consideration of Rochester's case by the most competent engineers before putting pen to paper for a single advertisement for bids. A blunder here may easily cost the state the full estimated value of the canal; for a great and thriving city is involved. The probable damage from floods in canalizing the Mohawk is nothing as compared with that from construction above the city of Rochester that, if misadventured, would cause immense loss there. Competent observers hold that the damming of the Mohawk for canal purposes may cause the practical abandonment for farm purposes of a good part of the arable lands in the valley 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 mills of Cohoes for the diversion of twelve feet of water to a canal through Watford, and settles for injury to mills in Troy and Green Island, the \$101,000,000 will have devolved to small proportions. The state can undoubtedly pay for industries it destroys at the behest of unthinking masses in two great cities; but the industries will be gone and great communities seriously injured. Governor Odell was wholly right when he proposed the comparatively inexpensive completion of the abandoned project 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 a debt that cannot be calculated today. The largest community involved is Rochester; the next is Cohoes.

A Little More Prudence.
The promoters of the barge canal project have been rushing the work, just as they rushed the recent referendum, on an appropriation of \$101,000,000, and just as they rushed the \$10,000,000 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 governor thinks the sum authorized by the people will be sufficient, but he means to be sure, before the work is begun.

I do not want to give the people a half-completed 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 \$62,000,000, made by the Green commission. Then the state engineer's, as a result of his survey, was \$85,000,000. I went over these estimates carefully and looked 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 democrats; and it will be appointed before the legislature meets. It is not likely, however, that any bonds will be sold before next summer, or that the work will be begun until that time. Mr. Schieren, of Brooklyn, urged that work should be begun at once as labor is cheap now, and New York city does not want to be disappointed; 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 canal.

Governor Odell asked the gentlemen present to support him in securing a commission 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 composition. 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 canal estimates.

BARGE-CANAL QUESTION.
We believe there is no disposition on the part of most of those who opposed the barge canal proposition at the late election to deny the authority of majority vote recorded in favor of that scheme. The whole question was fairly presented to the people of the state by both sides, and of those who voted on it, a large majority 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.

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 a debt that cannot be calculated today. There should be no mistake about the real character of that vote on the barge canal 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 on the subject of the people of New York city and Buffalo, the terminus of the canal and the localities chiefly benefited; and thirdly, the people of the state outside those cities by a very large majority are opposed to the whole business.

There is no sense in pretending that because a big majority in favor of the

large canal was rolled up in New York City, that those who voted against it are now to be considered as having been deceived. That would be hypocrisy. They acquiesce because they are good citizens and good losers, that is all; but they hold that in constructing a barge instead of a ship canal, if any radical change at all is to be made, a grave mistake is about to be committed and their confidence in the judgment of the public men who promoted and advocated the scheme has been correspondingly weakened.

At the conference between the Governor and the parties noticed above, the Governor made a statement which may give those who are so eager to have the work and the expenditures begun some uneasiness. He informed his hearers that, while he believed that the cost of the work would not exceed \$101,000,000, we want to be sure of that before the work is begun. The Governor said: "I do not want to give the people a half-completed canal, 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 proposes to have the state engineer and a commission of experts verify the bonds before any bonds are issued or the work begun.

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 insufficient would be exasperating beyond expression.

DUNN PROBABLY WILL SUCCEED HIMSELF
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 Chamber of Commerce will hold their 16th annual meeting and election of officers on Monday next. The meeting promises to be one of unusual interest as the report of the Secretary will include a review of the anti-canal campaign conducted by the Chamber of Commerce in addition to the usual yearly review of local 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 addresses 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 will not be removed until after Monday in order to give the members an opportunity to examine them after the meeting.

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 dinner in December is obviated.

Another reason for holding the dinner in January is the extreme difficulty of securing prominent men for the after-dinner speakers. Mr. Dunn has been in Washington recently looking for legislators of national prominence to make the addresses, but while he had many partial promises before going to Washington, he found that none of his speakers would be able to accept for any date in December. The reason for this is that until the Cuban question, which is to be voted upon at this special session of Congress, is settled, the members have been requested not to leave Washington.

As the regular session of Congress usually opens on Dec. 1, and the special session is not yet adjourned few if any of the members will be able to leave the national capital before January.

The Rochester Chamber of Commerce, which was announced some time ago to take place December 15, will not be given until the middle of January, the date having been postponed until that time. This change in plans was announced yesterday by Secretary John M. Ives, who stated that owing to some difficulties in arranging for the event this month, it was thought best to set a time a month later. It has been the custom heretofore to give the banquet just before the retirement from office of the president of the chamber, thus having it in his honor as well as making a purely social function for members, but owing to the fact that T. B. Dunn, now president, has been re-nominated for next year, the banquet can be held a month later without detracting from its significance. Mr. Dunn has been in the East for several days in search of speakers for the banquet, but so far he has been unable to secure the men he desires. It is understood that overtures are being made to get one or two Congressmen, but in view of the fact that Congress will probably vote on the Cuban question at about the time the banquet was announced to take place, it was found impracticable to get speakers from the House of Representatives to come to Rochester. This was also a factor in causing the postponement of the banquet. Those in charge of the arrangements are not at liberty to announce who these men are, 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 for the year just closed. After the election of officers luncheon will be served and then the members of the chamber will view the exhibit of the Rochester Art Club as its guests.

BANQUET DELAYED
Chamber of Commerce Dinner Put Over Until January. Want National Legislators

President Dunn Hopes To Get Congressmen To Speak at the Banquet, But They Can't Leave Washington at the Time Originally Set for the Dinner.

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After the election of officers luncheon will be served and then the members of the chamber will view the exhibit of the 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.

JOHN M. IVES, Secretary.

Rochester, N. Y., Dec. 3, 1903.

Keep up the Good Work for a Ship Canal.

It is gratifying to observe that the efforts made by the Rochester 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 organizations 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 the purpose credited 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 representation 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 kind that accomplishes things through sheer merit of a cause often when the odds against it seem to be overwhelming. The ship canal movement is bound to win if its many public-spirited supporters keep up the fight with the vigor that has so far characterized their efforts.

ENDORSEMENT OF SHIP CANAL
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 railroads and canals in the house of representatives, in a communication just received 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 attitude of Congressman Davidson will result in progress being made toward the consummation of the project in the near future.

United States Senator 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 approaching session. Other congressmen who have acknowledged the receipt of the Chamber of Commerce resolutions are Representatives J. H. Elder and Norton P. Otis, of this state, United States Senator Joseph A. Bailey, of Texas, and Representative C. H. Duka-mann. The Delaware county board of supervisors and the Auburn Board of Trade have endorsed the deep waterway project.

In this and other counties of the state where portions of the existing canal are to be abandoned when the barge canal is completed, many people will soon be interested in looking up old deeds and records for the purpose of finding out who were the original owners of the land upon which the Erie canal was constructed. The reason for this is to be found in the fact that the law approved by the voters at the last election provides that any land now used for canal purposes shall be no longer useful or necessary for such purpose shall be sold "in the manner provided by law for the sale of abandoned canal lands," and the proceeds shall be paid into the state treasury to be added to the fund created for the purpose of constructing the new barge canal. It is further provided that 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 owners of adjoining land, shall have preference for one year after the passage of such resolution, to purchase the same by payment of the amount originally paid by the state therefor.

In the counties through which the Erie runs and where the present channel 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. An estimate of \$2,000,000 has been made by a competent real estate man as the value of the canal bed in the cities of Rochester, Syracuse, Bingham, Utica and Schenectady, to say nothing of the value in the number of large towns where the canal runs through the business portion.

It is not expected that any of the original owners of the canal lands are now alive, but in many instances, it is known that heirs own adjoining lands, and in these cases they will have the privilege of purchasing the canal lands when they shall be abandoned at the figure paid for the same by the state. This is ridiculously low, and in many instances was simply a consideration of a few dollars.

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 Commerce 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 a splendid advertisement for the city and its principal business organizations. It contains a fund of information regarding the city, historical and statistical, and is valuable as a book of reference. It is profusely illustrated with the finest

The first topic treated is "Rochester's Beginning," an historical sketch, concise in scope but of considerable value, tracing the beginning of the settlement of the city, its gradual development and growth. Next is a chapter on "Rochester in 1904," a summary of the advantages of the present city, its water supply, schools, summer resorts, churches, hospitals and libraries.

A chapter is devoted to the "Naming of Rochester," a sketch of Colonel Nathaniel 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 the title of another chapter; Rochester holds second 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 annually, the output of seventy factories. "Rochester's Park System" is given the attention it merits. An interesting chapter is "What to See in Rochester," 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 depart for his new see of Cebu in the Philippines.

The Charlotte Life Saving Station is described and illustrated, with an account 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 conclude the reading matter in the publication.

In the frontispiece is a portrait of the president, T. B. Dunn, followed by a picture of the preceding president, Hon. Henry C. Brewster. There are a large number of views of buildings, scenes 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 ever compiled. It deserves the widest possible circulation.

QUESTION SUBMITTED.

Shall chapter one hundred and forty-seven of the laws of nineteen hundred and three, entitled "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 Erie 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?

John M. Ives, Sec. Dec 7, 1903

TOWNS.

Total.

For.

Against.

Minor.

Brighton	1st dist	208	0	217	0
	2d dist	220	55	165	0
	3d dist	220	55	165	0
Chili	1st dist	202	28	230	0
	2d dist	246	31	215	0
Clarkson	1st dist	246	31	215	0
	2d dist	246	31	215	0
Catspa	1st dist	246	31	215	0
	2d dist	246	31	215	0
Oran	1st dist	246	31	215	0
	2d dist	246	31	215	0
Hamula	1st dist	246	31	215	0
	2d dist	246	31	215	0
Hendrietta	1st dist	246	31	215	0
	2d dist	246	31	215	0
Irondequoit	1st dist	246	31	215	0
	2d dist	246	31	215	0
Mendon	1st dist	246	31	215	0
	2d dist	246	31	215	0
Ogden	1st dist	246	31	215	0
	2d dist	246	31	215	0
Parma	1st dist	246	31	215	0
	2d dist	246	31	215	0
Pendfield	1st dist	246	31	215	0
	2d dist	246	31	215	0
Perinton	1st dist	246	31	215	0
	2d dist	246	31	215	0
Pittsford	1st dist	246	31	215	0
	2d dist	246	31	215	0
Riga	1st dist	246	31	215	0
	2d dist	246	31	215	0
Rush	1st dist	246	31	215	0
	2d dist	246	31	215	0
Swales	1st dist	246	31	215	0
	2d dist	246	31	215	0
Webster	1st dist	246	31	215	0
	2d dist	246	31	215	0
Whitestand	1st dist	246	31	215	0
	2d dist	246	31	215	0
Total towns		10224	1741	7173	759

Total towns.....		10224	1741	7129
WARD.				
First ward.....	1st dist	123	20	103
	2d dist	141	98	43
Second ward.....	1st dist	151	94	57
	2d dist	220	43	177
Third ward.....	1st dist	161	94	67
"	2d dist	228	39	189
Fourth ward.....	1st dist	213	70	143
"	2d dist	239	19	220
"	3d dist	215	52	163
Fifth ward.....	1st dist	212	70	142
"	2d dist	239	19	220
"	3d dist	200	61	139
Sixth ward.....	1st dist	212	70	142
"	2d dist	239	19	220
"	3d dist	209	47	162
Seventh ward.....	1st dist	212	70	142
"	2d dist	239	19	220
"	3d dist	207	47	160
Eighth ward.....	1st dist	190	45	145
"	2d dist	217	57	160
"	3d dist	171	27	144
"	4th dist	171	27	144
Ninth ward.....	1st dist	204	67	137
"	2d dist	231	17	214
"	3d dist	222	19	203
Tenth ward.....	1st dist	204	67	137
"	2d dist	231	17	214
"	3d dist	217	20	197
"	4th dist	219	19	200
Eleventh ward.....	1st dist	224	69	155
"	2d dist	231	17	214
"	3d dist	224	69	155
"	4th dist	224	69	155
Twelfth ward.....	1st dist	204	67	137
"	2d dist	231	17	214
"	3d dist	204	67	137
"	4th dist	231	17	214

Historical Scrapbooks Collection

Table with 3 columns: Ward, Population, and Area. Rows include Thirteenth ward, Fourteenth ward, Fifteenth ward, Sixteenth ward, Seventeenth ward, Eighteenth ward, Nineteenth ward, Twentieth ward, and Total city.

QUESTION SUBMITTED. SUMMARY.

Table with 3 columns: Towns, Assessed, and Unassessed. Rows include Brighton, Cheektowatch, Clarkson, Greece, Hamlin, Henrietta, Irondequoit, Ogden, Parma, Tonawanda, and Total city.

DEMOCRAT AND CHRONICLE. DECEMBER 8, 1903. WAS A BUSY AND SUCCESSFUL YEAR

REVIEW OF WORK OF CHAMBER OF COMMERCE.

AT ITS ANNUAL MEETING

Comprehensive Report by Secretary Showing Advancement of City's Interests, Election of Officers for Another Year.

The annual meeting of the Rochester Chamber of Commerce was held last evening, with a very large number of members in attendance. In the absence of President T. B. Dunn, Hon. Henry C. Brewster, Mr. Dunn's predecessor as president of the organization, was called to the chair and presided over the meeting.

It is fitting that your body should realize the enormous advantage possessed by our city in its lighting system, which is a debt to the city's future. The city's lighting system is a debt to the city's future.

Water Supply and Storage.

The question of water supply and storage is also of transcendent importance to our city. Rochester has a reputation of having a supply of the purest water in the United States, drawn from the Genesee River.

Ship or Barge Canal.

For the past five years and more, the chamber has been a vocal advocate of a ship or barge canal. The canal would be a debt to the city's future.

Building Operations.

During the past year building operations have been largely suspended on account of high prices and labor difficulties. There is a fair prospect, however, that these will be adjusted and that Rochester is about to enter upon a building boom.

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Public Market.

The discussion and recommendations regarding a public market in this city, by your body, has also been a subject of much interest. The market would be a debt to the city's future.

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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.

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He and restore the monarchy in 1914, during the progress of the China-Japan war, Mr. Flint, acting as the agent of the government of Japan, purchased the Esmeralda, the crack cruiser of the Chilean navy, and sent her to Japan. This is the only instance in the history of the world where an important war vessel has been sold to a nation actually engaged in hostilities. In the spring of 1918, both before and 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 Spanish government, and through the information thus obtained he blocked in several instances the attempt of the Spaniards to purchase foreign war vessels and supplies. It was Mr. Flint who gave the United States government the first view of the formation of the Spanish fleet from Cape Verde, and also, twelve hours later, the direction in which the fleet was steaming. Mr. Flint also advised the government of the sailing of the Spanish fleet off the coast of Venezuela. He also arranged the purchase from Brazil of the cruiser Netherow, which was chartered by the United States and afterwards made record time between New York and Manila in the conveyance 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 war began and afterwards during its progress, you so kindly gave to the department, in reference to other negotiations in connection with its efforts to procure ships and armaments abroad. In view of your large experience and extended business facilities the department very highly appreciates your patriotic action and your generous co-operation, and takes this opportunity to formally tender to you its hearty thanks."

During the past few years Mr. Flint has devoted himself to the consolidation of industries, and the birth of thirty-million-dollar, and the capitalization of over \$200,000,000, bear witness to his success and industry in this line and has caused him to become widely known as 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 New York City. He also organized the Manhattan Railway Company, which built a trolley line in the City of Manhattan, one thousand miles up the Amazon, and which has since been sold to the government. He has also installed there an electric lighting system, water works, and the Hastings Pavement Company, which he controls, has paved the 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 been in the 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 "Valley." At present he is the owner of the "Arrow," the engine of which were built in contemplation of the needs of our government for torpedo boats during the war with Spain. The "Arrow" is the fastest craft now having attained 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 proceeds of the sale of some of her musical compositions have ended 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

By C. E. OGDEN

An extended session of the committee to arrange for the annual dinner of the Chamber of Commerce, which will be held at Colonial Hall on next Thursday evening, was held yesterday afternoon at the Secretary's office in the Chamber of Commerce building. President Dunn and Secretary Ives were present. The following were appointed chairman of committees on the dinner:

Menu—J. Warren Cutler; wine—David Bricker; decorations—William Bausch; decorations—William Bausch; prizes—C. F. Garfield; carriages and hall—Carroll Bowen; music—F. W. Yates. With these gentlemen in arrangement, the committee on the dinner is expected to be completed by the end of the week. The following are expected to be the guests of honor at the dinner: Mr. C. E. OGDEN, President of the Chamber of Commerce, and Mr. J. W. CUTLER, Secretary of the Chamber of Commerce.

After a long discussion it was decided that no special invitations would be issued this year. Formerly it has been the custom to allow all of good standing to attend the banquet on payment of the plate. This year to attend it will be necessary for one not a member of the Chamber to obtain an individual invitation from a member. Each member has the privilege of inviting whom he chooses, in which case the member will pay for the plate. The action was taken for the reason that in previous years the crowd has been unwieldy

and it was practically impossible to serve with the convenience that it is necessary to make the event a success.

Teal will serve this year, and an orchestra, as yet undecided, will furnish the music. A decided innovation will be made this year, in that specialties will be introduced during the dinner. It is likely that a quartette will sing, and that music will be played so that the members may sing and enjoy the occasion. Each person present will be presented with a souvenir. These, Mr. Ives said yesterday, would not be cheap, but something that every member would take home and keep.

Invitations have already been sent out and answers received to one hundred. Others 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 Bricker, C. F. Garfield and F. W. Yates.

MEETING OF TRUSTEES. Dec. 31, 1903

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 absence of President Dunn, the meeting was presided over by George H. Perkins, president.

Communications were read from the Whitney Elevator Company, of Syracuse and Rochester, in regard to the maintenance of the great canal between Rochester and Syracuse and Syracuse and Utica. This matter was referred to the Committee on Railroads and Transportation.

A letter was next read from the National Business League, requesting the Chamber to endorse 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 inhabitants of the places to which they are sent. This bill has already been approved and endorsed by the Chamber.

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. James S. Conley, secretary of the Post Progress League, is expected to be present at that meeting and will give an address on the parcel post.

The following were appointed as a committee to consider proposed changes in the matter of municipal bookkeeping: George F. Roth, James S. Graham, Michael Doyle, Rufus Sibley, Charles S. Brown and David H. Murphy. The Chamber elected a membership Edward H. Burke, manager International Mercantile Agency, and Merritt P. Whipple, salesman Smith Premier Type Writer Company.

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—Secretary Ives Urges That Acceptances Be Sent in Immediately.

The committee on arrangements for the annual Chamber of Commerce dinner, which was given Thursday evening of next week, held 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 ever seen in Colonial Hall. The ceiling will be hung with ropes of smilax and evergreens, giving the effect of a canopy over the tables.

The plans for the seating of guests were also discussed. In previous years guests were so placed in some instances that the speaking could not be heard by them. This year the speakers will all 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 plainly audible, will not have a deafening effect upon the hearers.

It is announced that the committee on musical arrangements has secured the noted Whitney Quartette for the evening. The quartette is managed by the Lyceum bureau and is expected to render the finest performance through this city shall not be entirely abandoned with the installing of the new large organ, which will be of but little direct benefit to Rochester.

The plan is out on foot by H. E. Hookway, canal agent, of Syracuse. He states that the citizens of Syracuse have combined to prevent the abandonment of that part of the Erie Canal which will connect the city with the large canal, and they consider that such action would be of material damage to the business interests of the city. Mr. Hookway represents that the business men of Rochester

DINNER ARRANGEMENTS

A special session of the Committee on Arrangements for the annual dinner of the Rochester Chamber of Commerce, which will be held at Colonial Hall on next Thursday evening, was held yesterday afternoon in the Chamber of Commerce building.

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 chairs have been furnished in obtaining William Bausch as chairman 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, but the new plan places a place for all on one side and has the seats all radiating from the side, so that all are brought nearer the speakers. The orchestra will be seated on the stage and not in the gallery 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 P. W. Yates, have been successful in securing the Whitney Quartette. Better accommodations have also been secured in the method of checking. The chamber has installed 100 new books in the library, and ample allowance has been afforded in the other room, so that there will be no cause for crowding.

PLANS NEARLY COMPLETE FOR THE CHAMBER DINNER

Decorations Will Be the Most Elaborate Ever Put Up In 1231/03 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 several of the sub-committees made their reports. The decorations will be the most elaborate ever put up in Colonial Hall. The archways, wall and ceiling will be hung with smilax and evergreen, which will be arranged by the most skillful decorators in the city. William Bausch is Chairman of the Decorating Committee and J. W. Cutler is Chairman of the Dinner Committee.

A new plan for the seating of the diners has been decided upon. Heretofore the speakers have been seated at one end of the room so that they should be all to a friend and admirer of the speaker. The new plan will place the speakers at the end of the room so that they should be all to a friend and admirer of the speaker. The new plan will place the speakers at the end of the room so that they should be all to a friend and admirer of the speaker.

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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 severely be consistent with the policy of the Chamber of Commerce to take steps which would perhaps incur heavy expenses for the city.

The Chamber of Commerce, however, has been successful in obtaining William Bausch as chairman of the Decorating Committee, and J. W. Cutler as head of the Dinner Committee.

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ROCHESTER'S TRIBUTE TO 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.



"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.

BISHOP T. A. HENDRICK.

Such 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 Cuba, P. L., all the more remarkable and satisfactory.

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. James S. Conley, secretary of the Post Progress League, is expected to be present at that meeting and will give an address on the parcel post.

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ROCHESTER CHAMBER 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 to us at once.

Yours sincerely,

THE DINNER COMMITTEE.

You are respectfully invited to be the guest of the Rochester Chamber of Commerce on the occasion of its Sixteenth Annual Dinner, to be given in Colonial Hall, Rochester, N. Y., on the evening of Thursday, January Seven, Nineteen Hundred Four. You will not be expected to respond to a toast.

The Speakers will be Hon. William R. Merriam, John Brisben Walker, Charles R. Flint, Hon. W. H. Austin.

Kindly advise at your earliest convenience if you can accept.

John M. Ives, Secretary. Thomas B. Dunn, President.

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 Parcel 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.

JOHN M. IVES, Secretary.

Rochester, N. Y., January 8, 1904.

THE SIXTEENTH BANQUET

Herald Jan. 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 Phelps 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 conducted to enjoyment of all the senses; inspired by the entrancing strains of the orchestra, following an elaborate menu, snugly ensconced in one of the handsomest assembly halls in the city; with a list of speakers that insured a flow of reason and a feast of wit and wit as seldom promised in Rochester; the sixteenth annual dinner of the Rochester Chamber of Commerce at Colonial Hall last evening maintained 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. It is more than a social function; more than a gathering of representative business men; more than a good dinner and a good toast list; more than a combination of material and intellectual interest. It is an excellent example of the year in the way of dinner giving. Other dinners, quite as elaborate 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 Chamber of Commerce is representative of the commercial 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 country. At the annual dinner all these various and diversified elements get together.

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 of the highest order, all leaders of thought in their respective lines, all had ideas to advance that were well worth listening to. Not in the sixteen years of dinner giving has a stronger list of more entertaining and more eloquent speakers been brought together for the profit and entertainment of Rochester citizens.

The attendance last night was purposefully 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 guests 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 banquet hall, where the long tables were spread.

The dinner committee having general charge of the arrangements consisted of George F. Roth, chairman; William H. Busch, Carroll E. Bowen, R. A. Badger, David Erickson, J. Warren Cutler, C. E. Garfield and F. W. Yates. The reception committee consisted of the following:

J. P. Rose, chairman; T. B. Dunn, Hon. George W. Alden, Charles H. Babcock, Rev. Henry Bartlett, William H. Barry, Hon. Henry C. Brewster, E. Francis Brewster, B. J. Brown, John Bradley, Charles J. Brown, Charles J. Brown, Gustave E. Dale, Charles H. Evers, Joseph E. Felt, John J. Felt, John L. Graham, H. B. Hathaway, W. A. Hubbard, Jr., John M. Ives, Harold C. Kimball, J. E. Lamberton, Dr. J. Murray, George H. Perkins, Hon. A. J. Roden, Rush River, J. D. R. A. Sibley, M. H. Shattuck, R. B. Sherburne, A. M. Stetson, Frank Taylor, A. V. T. John C. Woodbury.

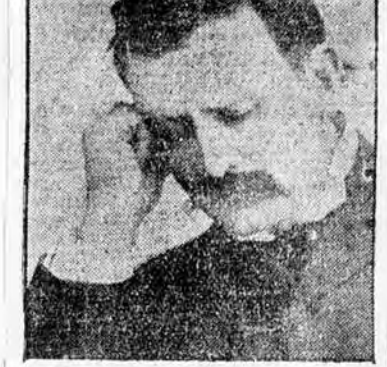
The banquet room was in the main assembly hall. The speakers' table, which was raised, extended the entire north end of the hall. The other tables ran diagonally with the speakers' table, in arrangement that enabled all present to hear and see the speakers easily.

The hall itself was decorated in a classic design, festooned and hanging pendant. All the tables contained handsome bouquets of cut flowers. The plays for seating were admirable, and there was no confusion in finding places, such as has sometimes been witnessed at previous functions. The guests in general

Monter, George J. McLaughlin, C. P. Crowell, Dr. W. W. Smith, Dr. Frederick R. Smith, H. B. Brewster, A. P. Walter, J. P. Cleary, W. H. Hart.

The Menu.

Shortly after 7 o'clock when the guests found their seats at the tables, President T. B. Dunn rapped for order and the entertainment began.



John Brisben Walker.

of the elaborate menu that had been provided. This was the menu served:

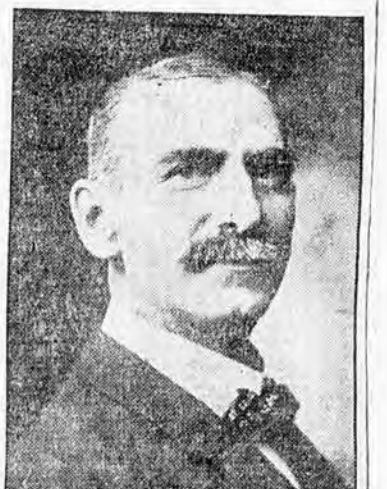
Blue Point
Hearts of Celery
Green Turtle Soup
Chicken Gumbo, Hollandaise
Sweetbread Timbale, Sauce Enchaînée
Filet de Boeuf, Mushrooms
Potato Croquettes
Maraschino Punch
Philadelphia Salad
Russian Salad
Bisque Tortoni
Olives
Cakes
Coffee
Rougefort and Cream Cheese

A feature of the evening was the music furnished by Maurice Moll's Orchestra, which played ten selections. Printed copies of the national airs were distributed among the guests, and between the courses of the dinner and the speeches a pleasing diversion was furnished by the singing, led by a quartette, in which all the guests joined, standing in their places.

No wine was served on the menu, but cards were at the plate of each guest, so that all who wished to do so might order wine. Shortly after 9 o'clock the last course was served and the chairs were drawn up so that all faced as close to the speakers' table as possible. The lights were then lighted and everyone sat down to the enjoyment of the intellectual feast of the feast.

Toastmaster Ogden Takes Charge.

President T. B. Dunn, on behalf of the Chamber of Commerce, called the assembly to order and in a few well chosen remarks introduced the toastmaster of the evening, Hon. Charles E. Ogden, Member of Assembly from the Second District. Mr. Ogden is one of the



Thomas B. Dunn.

President of Chamber of Commerce.

most eloquent and entertaining speakers among the younger men of the city. His remarks were well timed and most appropriate. He did not attempt to usurp the prerogative of the speaker of the evening, a breach of etiquette of which some older and less entertaining toastmasters have been guilty. In his introductory remarks Mr. Ogden said:

"There was once a tramp in Illinois to whom a good farmer's wife offered a beautiful 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 Dewey talk best after eating.' And with similar remarks to our brilliant and versatile Senator, there is a good deal of philosophy in the tramp's observation. No man can will have nothing in his stomach. We will have nothing in our minds if we are not fed with the broad hospitality of our Rochester, and open our arms to our hearts, and our minds to men of national reputation, whose activities have made wide play in events which have made, and are making, the history of this nation as a world power."

Tribute to Chamber.

"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 present verbal 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



Charles R. Flint.

very nature of its organization its reason for existence is to advance the interests of all the people of Rochester. It is not interwoven with commercial advancement; 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 teeming population, made up of happy and striving people, that Rochester is not in the full extent of prosperity."

"It may be said with truth that success is represented here tonight. Men are sitting about these tables who are accumulated, through the intelligence and mobility of their labors, to direct larger enterprises, who have set in motion industries which add vastly to the common good of all. Accumulated wealth, conservative and powerful forces, are factors in this organization, but their aim is to reach out for improvement to the widest legitimate needs of the locality. It has been said that every mile of railroad track in a new country brings into use a hundred thousand acres which was a wilderness before. It builds homes and office occupation and a comfortable living to thousands of families. So the well directed efforts of intelligent men may prove a veritable life spring to the commerce of a city. Need I add that there is no place here for the sordid accumulation of a selfish, soul-debasing surplus. For every man, whose genius has enabled him to take advantage of conditions favorable to him, and accumulate vast treasure, and fails to dedicate a portion of his surplus to those who are less fortunately situated, who miserably hordes for self, is an enemy to every man in business, to society, to all the broader instincts of humanity, and to the state."

Rochester All the Time.

"The city of Rochester, this is our love. All the world loves a lover, and every man here tonight is a lover when the city of Rochester is mentioned. If there be one who is going to be refractory upon that proposition we will call to the chief of police and have him incarcerated in the blackest dungeon of the local bastille. A few years ago a newspaper friend of mine accosted me on the street and told me of a husbandly of a trip he had been making into the great West. By the quick and certain channel to large wealth which are known to every newspaper worker he had accumulated much gold and a few railroad passes. He therefore accepted Monroe Greeley's advice and went West. And he said, in concluding a graphic description of his travels, 'I might have made some money out there, but I could not stay away from Rochester. I love the very landmarks in her streets, and here, on the banks of the Genesee, I want to live until I am gathered home to the fathers.' That is the kind of a Rochesterian we admire. It is the love of the homeland which burns strong and deep. Sometimes we are called provincial. Our vote this last fall on certain great statewide improvements for the commonwealth has been criticized at both ends of the state as narrow and selfish, but Rochester was not selfish, she was patriotic and local, and she was pointing into the future, and pointing the way to a broader and better solution of the nation's need of aid everywhere. We bow to the will of the majority, and accept our share of the burden, but we feel certain that the future will make apparent the wisdom of our course."

"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 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 pleasant

Prospects of Further Growth
"And now a few words about the

ability or probability that our products may be excluded by adverse legal action and our total export for the year is not great, I believe that this is at all reasonable. I have already called your attention to the fact that despite all the talk about the exclusion of our meat and live animals from various European countries the value of our exports in this class has practically doubled in the past twenty years. In addition to this, I believe there are other reasons for believing that Europe will not exclude our products. I have already said that the United States exports 60 per cent of the corn and cottonseed in the world, and it is also true that we supply more than one-half of the meat imported by European countries. I believe that our position on corn and cottonseed in these European countries will lead them to reduce their own supply of these products.

"And now just one word more, spoken of an Isthmian canal and value which on completion it will bring to our commerce. But there is no great improvement, one other great thing, which I hope to see our government undertake, and that, too, as the next step after the completion of the Panama Canal, is the building of a canal upon the Isthmus. And that is

"I think you will agree with me, gentlemen, that while we give England the privilege of sending her ships to Germany the privilege of sending her ships to England is denied her."

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porations that they are simply the natural evolution of the ordinary commercial life of the nation; that they arise from perfectly natural causes and are

contributed vast sums of money in order to defeat the election of a 'Reform Minister.' The statement was made that this was done for the sordid purpose of

gery that has heretofore degraded labor and the American workman is its overseer. He is a part of a system that is developing the intelligence on which industrial supremacy depends.

Historic Scrapbooks Collection

INTERESTING TOPICS 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 Rochester Chamber of Commerce was given at Colonial Hall last evening, and was the most successful of the past. A commercial lawyer of the city, who has been active in the history of the organization, was the guest of honor. The dinner was given at Colonial Hall last evening, and was the most successful of the past. A commercial lawyer of the city, who has been active in the history of the organization, was the guest of honor. The dinner was given at Colonial Hall last evening, and was the most successful of the past. A commercial lawyer of the city, who has been active in the history of the organization, was the guest of honor.

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Commerce and Labor. Attache of New Department is Heard With Interest.

Man of the Century. Interesting Presentation by Ex-Governor W. R. Merriam.

Optimistic View. Hon. Charles R. Flint on Commercial Greatness of United States.

Talks by Men of High Station. Heard at Dinner of Chamber of Commerce, January 2, 1904.

Grave Danger to Industry. Charles R. Flint, "Father of Output," Says That Restriction of Output Is the Greatest Menace.

Some Serious Shortcomings of the Postal System.

A Great Handicap.

Change in Conditions.

Reception Committee.

our market in the spot from which that supply was drawn.

"Even in manufactures we need scarce-
 ly four serious results in view of the fact

"And now just one word more. I have

The second is the American Express Company. The third the Wells-Fargo Express Company; and the fourth the Southern Express Company. I need



in one of the special envelopes

ent that awaits the convicted

"The economic position of the United States has greatly changed. Long after we had achieved independence, we remained commercially and financially dependent upon Europe, a debtor nation, continuing to borrow money without any compensation and annual trade in balance in our dependence to Independence has been the most important change in the history of finance and commerce. As recently as 1896, in order to establish the independence of our currency, to help to establish our credit seriously impaired, the advocacy of 50-cent dollars, we asked the London bankers to loan us \$100 million. 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 previous decade had been \$100 millions of dollars, is six times greater than during the previous decade."

The last speaker on the regular list was Corporal James Tanner, a prominent Grand Army man and former com-missioner of penitentiaries. His remarks were so formal they were eloquent and entertaining. A particular appeal was made by Corporal Tanner to the young men at the front. He spoke in a reminiscent tones to the days when Lincoln made his appeal for men to save the republic and the men came by the thousands. He said that 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 so, he said, the world would be a different place. He said that they did all that they were to do; and that they did it splendidly. He ended with a stirring appeal to all young men to save the republic. He said that the republic, even though political orators might prophesy its downfall, for it declared that no corporation, that no man or group of men could ever wreck the United States.

with ropes and roses of the green and the walls were hung with tastefully arranged flags. Upon each table were vases filled with dark red roses so arranged that much of the green foliage was in evidence; the tables were lighted with red-shaded candles, the whole, when the guests were seated, making a very attractive picture.

Wills, A. A. Vogt, Ed., Bohnen, J. S.
Will, E. W. Beck, M. J. K. Komfeld,
Gerling, T. F. Brody, F. A. Partenlof,
L. F. Meek, L. B. Elliott, E. F. Olm,
R. A. Stecher, F. W. Yates, H. A.
mer, P. A. Fowler, J. H. Quinlan,
Eldredge, W. D. Hayes, Albert Vogt,
Pfaff, A. Lomb, William Karl, Jr.,
J. Karl, S. B. Foster, John B. Charles,
Steecher, Charles, Boller,
Prophet, C. L. Dickinson, W. C. W.
TABLE D—John C. Woodbury, C.

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The Postoffice Department
John Brisbane Walker followed with interesting address on "The Aid Which the Postoffice Department Can Render Commerce." He said:
"How far the industries and commerce of the United States are hampered by the postal system is a question which, of course, has come down to us from the beginning of our government, and it is difficult to keep pace with other advances in governmental organization. I will endeavor to briefly show by means of news and a presentation of the conditions of the postal system."

ster, E. Frank Brewster, Max Perry-
ter, John Bradley, Charles J. Ellis,
Benjamin E. Chase, E. N. Curtis,
T. Curtis, Michael Doyle, Gust
Erbe, Charles M. Everest, Joseph
ley, C. P. Ford, James L. Graham,
B. Hathaway, W. A. Hubbard,
John M. Ives, Harold C. Kimball,
G. Lamberton, D. B. Murphy, Geo
H. Perkins, Hon. A. J. Rodenbe
John M. Rauber, Clinton Rogers, R
Rhoads, L. L. De R. Sibley, M.
Shantz, R. B. Shuburne, F. A. Ste
er, Frank Taylor, A. Vogt, John
Woodbury.

great reduction in rates, now paid to express companies there could be little question, but, on the other hand, it would greatly increase the expense of operating 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, Hathaway intimated that the committee was experiencing some difficulty in arriving at a conclusion in the matter and would not be prepared to report at the meeting to-morrow night.

be well to look into it by way of experiment. He believed that if the merchant or manufacturer added to the cost of a commodity way to the consumer, the sooner it got out of the way and became produce the better.

Mr. Markle renewed his motion for adjournment to the speaker.

Mr. Weaver said that he did not wish to change to go on record in any direction, certain attacks which had been made by the speaker upon public officials.

President Denny said that politics was part of the deliberations of the speaker but never.

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Banquet at Colonial Hall Last Evening the Most Successful Function in the History of the Organization. Brilliant Addresses by Eminent Speakers.

The 16th annual dinner of the Rochester Chamber of Commerce held at Colonial Hall last night drew together

thus by a quarter
"And now to

It was once the fashion for a student to give a mass of statistics, the intellectual part of the report has been done away with by

...the fact that the package was not registered, if carried out, would have involved a visit to the Postoffice Department and much valuable time. 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 has been refused by the government.

Yet because of the superior announcement which legislated for the English Postoffice Department, that same package might have been mailed in Edinburgh, carried across the Atlantic, taken to the United States post office and delivered to the American continent, and delivered to the remotest suburb of Seattle. For how much, think you? For one-fourth as much what it would have cost to send the same package from Rochester to Seattle.

But that is not all. Instead of being sent to four points at 36 cents

At this meeting, the matter of the alleged dockets in the present parcels post system of the United States mail service, as outlined in the address of John C. Walker at the Chamber of Commerce dinner on Thursday night, will be fully discussed. James L. Cowles, of New York city, secretary of the Postal Progress League, 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 years ago and was considered twice by the Board of Trade. It was then thought of inviting Mr. Walker to speak at the dinner. The members of the chamber were not a little surprised when he announced this topic for the subject of his

merchants, manufacturers and shippers of New York state for express service. The subject was so important and so monstrous a profit on an untrained and inexperienced man that it was a 15 per cent. per year on the actual express investment.

"The charges that you pay, and many of your strongest competitors are favored by discriminating rates and less. The express companies constitute value their terminal services as low as a cent for individual shipments, and some times as high as ten dollars for precisely the same work shown in their terminal charges upon a package of one hundred pounds are twenty-nine hundred and thirty cents for a ten pound package. The charges at New York are twenty cents for a ten pound package, and ten cents for a five pound package.

The meeting then adjourned, and later the members partook of the usual club lunch.

Historic Scrapbooks Collection

JANUARY 27, 1904.

URGENT NEED OF A PUBLIC LIBRARY

Closing of the Central Library a Distinct Loss to City. Townsman Says School Board Had no Right to Maintain It.

The unexpected action of the Board of Education at its meeting Monday, Jan. 26, in closing the Central library, has caused a public indignation among the regular patrons when they called yesterday to find the library closed forever.

As a proof of the need of a circulating library here, it may be mentioned that on last Saturday more than 800 people drew books from the Central library. Great consternation reigned among the regular patrons when they called yesterday to find the library closed forever.

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 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 board was forced to do so.

Reynolds's Library Plans Rochester's chances for securing another general circulating library do not seem to be very good, just at present.

Libraries in Other Cities "The city of Springfield, Mass., appropriates \$486 per thousand of population for its libraries."

Popular Books Demanded At the Central Library it was learned that 2,500 people were enrolled as users of the books.

The Carnegie Proposition The matter of petitioning Mr. Carnegie for funds to assist in providing the city with a public library has been several times discussed by the Board of Education.

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JANUARY 29, 1904.

NORTH ROUTE IMPRACTICABLE

Opinion of G. W. Rafter and State Engineer.

IT WAS UNDER CONSIDERATION

But on the Recommendation of Mr. Rafter, Who Was Commissioned to Investigate, Was Left Out.

A members of the Chamber of Commerce, discussing this morning the matter of a more northerly route than the one selected for the crossing of the Genesee river by the barge canal, declared that the matter was thrashed out months ago, when State Engineer Bond came here and consulted with a committee of the chamber.

Mr. McClintock detailed the proportionate estimated cost, with interest, to the northern counties from Buffalo to Oswego, with the entire cost fixed at \$101,000,000.

He then explained the various points, Rochester, Albany, and Buffalo, and the estimated cost of the route.

Continuing, he took up the routes as surveyed through Rochester, making comparisons of cost and feasibility of construction, 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. The second route, following the old canal, is also out of the question.

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.

The route advocated by County Engineer McClintock in his talk yesterday contemplated leaving the old canal at a point north of the Elmwood avenue bridge.

When the state engineer came to 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 of 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.

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JANUARY 29, 1904.

STUDY OF THE BARGE CANAL

PRESENTED TO CHAMBER OF COMMERCE TRUSTEES BY THE COUNTY ENGINEER

Mr. McClintock Details the Advantages to Rochester of a Route to the North Inside of South of the City—Some Comparative Figures.

A "Study of the Barge Canal in Relation to the Western Canal Counties," was the subject of an extended argument presented by County Engineer J. W. 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 canal north of Rochester, carrying across the Genesee river about a mile north of Driveway bridge, treating Iroquois valley as a lock.

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Healey's Falls on Onondaga river to Lake Simcoe. As early as 1835 the imperial government designated the route now being put into service. At that time Port Hope and Trenton were the only ports on the Onondaga river, only to have the government reconsider its decision in 1837, when it commenced seriously to pursue its plan. Since then it has been pursued intermittently, until the last ten years when steady progress was made. Today the route is fifty-three miles long, controlling which form as many vessels as in any other route of 70,000 acres, in which twenty-five million cubic feet of water can be stored. This is necessary for the fact of raising the water level and factoring 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 portion of the canal. This does not accurately represent the present traffic, as there are many long stretches of the canal where the locks are without lockages over which vessels pass without lockages. There are today fifteen locks engaged in traffic between Healey's Falls and Port Hope, and it is necessary to accommodate 450 of the vessels on the route. A line drawn from Trenton, Ontario, on Lake Ontario, to the nearest point on Georgian Bay, will pass through the route of water far as the route is concerned, an industrial city of 150,000 population. Here occurs the first natural obstacle to navigation, a fall of a drop in the bed of sixty-six feet in four miles. The colossal hydraulic lift, the largest work of the kind in existence, takes care of thirty-six feet of this distance, lifting vessels straight up the distance. The other thirty feet of the fall is overcome by a series of locks. Reaching Stony Lake the route enters into Holland river, requiring an intricate system of locks. Here is an enormous body of water half as big as Lake Erie, on which the combined navies of the world might float. It is navigable for ocean-going vessels. In fact, any boat that can navigate the Great Lakes can pass through Lake Erie and pass across the fifty miles of Lake Simcoe. Passing diagonally northwest through the 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 indicates that the Severn river was an arm of Georgian Bay connecting it with Lake Simcoe. The canal by the Severn passes into Georgian Bay at Millard 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 ocean going bottoms either at Lake Ontario or Montreal. The expense of the work already accomplished is eight million dollars 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 Dominion authorities agree that two more millions will be required in the way of repairs, dredging, new machinery and electrical works along the route. The government contemplates for completion with the close of navigation in 1904, but it is doubtful if the canal will be open in less than two years. Lake Simcoe is the central depot of the Trent Valley canal system, but the present plan is the tremendous hydraulic lift at Port Hope. It 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 Port Hope construction that much of the engineering interest rests. The lifts are in duplicate and above are two great locks 500 feet in length. In New York the lift 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 two miles. The lift consists of two water tight steel boxes, 200 feet long, eight feet deep and forty feet wide. The lifts are supported by two giant columns of steel and granite five feet in diameter. 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 lift is operated automatically, sending a load up as the is brought down. In locking vessels a distance of thirty-six feet from one to two miles are covered.

Twenty-five thousand cubic yards of masonry were used in the construction of this piece of engineering. The side towers are solid masonry and steel slabs 144 feet high. There is a spiral stairway winding around each to the top. The immense pumps controlling the lift operate in twin steel cylinders and the pistons are seven feet in diameter. It is a wonder to see the amount that engineers from the States, Germany and France pronounced this hydraulic lift impracticable. The work was designed and constructed wholly by Canadian engineers of material required in the Dominion. The experts point out that the Trent Valley canal capacity should be more than double that of the Erie waterway. Since the Erie canal was built, the Canadian route is strictly speaking a canal. Along the whole of the rest of the route vessels may proceed under their own steam or sail. Never for towing through the canal is supplied by the water discharged from the locks generating electrical energy.

Many thriving towns have sprung up along the route of the canal since the work was commenced. A splendid agricultural country is traversed by the new waterway and thousands of acres have been rendered valuable by the introduction of this canal. The country through which the work passes is not infrequently of New York state topographically. It is thickly populated but the advantage afforded by the canal is so considerable as to have largely increased the value of

land in that section of Ontario. It covers a territory from fifty to a hundred miles from Toronto and is tributary to that city. The great practical value of the canal is that it will handle the grain trade contributed by the Northwest is diverted here it goes into the Welland canal and passes to the sea through the Erie canal or by rail, where either the Erie canal or by rail, where transportation rates are kept down by this competition. In round numbers North-west Canada had a grain yield last year of one hundred million bushels. Last year the grain trade of the Northwest was valued at \$100,000,000. The country, the rest going by rail, improved, year the road has been improved. Therefore the canal can start in business with an assurance of a hundred million bushels for Canadians think this saving of three hundred miles assures the canal against the present route. The rail facilities through Canada to the Northwest are woefully inadequate to present the growth of it to any nothing of the amazing growth of the Northwest. The government has present to construct another transcontinental line, but ten years must elapse before the Grand Trunk Pacific runs its trains from coast to coast. Therefore the Trent Valley canal must accommodate a growing traffic out of all proportion to present facilities. At no time has the canal been so profitable as now. There are been so profitable as now. There are been so profitable as now. There are been so profitable as now.

Lake today than ever before. It requires no prophetic vision to forecast a content for supremacy for these two great all-waters of the Erie and Trent canals within the next few years, when the improvements now contemplated are perfected.

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 as a result of American protests have been abrogated. Since the treaty is not an abrogated treaty, it is not an abrogated treaty, it is not an abrogated treaty, it is not an abrogated treaty.

Clipping from THE POST EXPLAINS THE MATTER. DATE 1904

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 the reporter for The Post Expressing his opinion 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 in his recent trip to New York, Philadelphia and Washington. He observed on many of the large factories in the outskirts of those cities large electric signs.

"The effect of this method of advertising the industrial resources of a town," Secretary Ives continued, "was especially impressed upon me as I 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 dazzling 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."

"Apart from all business considerations, a sign on a factory is a courtesy to the traveling public. A passenger's mind 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 curiosity is aroused, but he is not puffed; before his inquiry can be answered the train has passed on to other scenes."

The newly created industrial department of the Erie railroad has taken up this matter of signs on factories. In a circular recently issued to the agents of the road, Louis Jackson, industrial commissioner, has written to the effect that 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 general promotion to explain why this is so. Every intelligent man knows that this world is largely run on information and that all factories, whether industrial or otherwise, are interdependent. A sign even on a blast furnace does its share in furthering the business interests of the nation.

"As occasions present you might mention that during the previous year the

As a result of the conference of the state engineer with the Rochester people, George W. Rafter was commissioned to take up the matter of the proposed canal and report back to the officials at Albany. This report he made in the 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.

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County Engineer J. Y. McClintock.

Were unanimously appointed: Daniel R. Murphy, vice chairman; William E. Baskin, William C. Barry, William Baskin, Max Hinnawater, Charles J. Baskin.

The trustees adopted the following resolution for the benefit of the local council:

"The Chamber of Commerce of the city of Rochester, in the name of the United Commercial Travelers of Flower City Council, to secure an interchangeable 5,000 mileage book on a basis of two cents per mile, and urges upon the proper authorities to grant the petition in question."

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 promotion of trade, which will report either in favor of or against the use of the French system.

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.

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 parcels post bill now pending 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 committee 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 because 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 meeting.

The report of Treasurer Benjamin B. 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 unanimously re-elected for another year. The financial statement of Secretary Ives was also read and accepted.

The following new members were elected: The Fidelity Trust Co., J. C. Powers, secretary; Johnstone Advertising Agency, Charles T. Johnston, president, 18 State Street; Delbert C. Hubbard, secretary, 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, lithographer, Central Avenue, corner Eastman; 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 read an interesting paper on "A Study of the Barge Canal in Relation to the Western Countries." 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 canal route before the entire chamber. Several interesting addresses are expected at this time.

Mr. McClintock gave interesting figures and data on the benefits to be derived from the western countries from the canal and also on the proportion of cost of construction which each will be obliged to pay. New York and Buffalo will, of course, be immediately benefited but it is difficult to see how the other counties through which it passes will be benefited by its normal use. On several counties a burden will be created through interruption of easy communication between sections and the destruction of taxable property. It will also cost the western countries a large amount of money. The total cost as Mr. McClintock 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 Erie 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 benefit to be obtained by water power. It is entirely practicable to establish a basis for fair distribution of the water and then build the canal and its structures so as to accomplish this result.

To Connect Irondequoit Bay.

According to Mr. McClintock's idea, the barge canal will be connected with Irondequoit Bay in the near future. He claims that it would make a good harbor, but that such connection will be impossible unless the water supply from the barge canal can be used for its operation. The bay is 25 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. The bay is well located for the formation of a harbor. It is the safest harbor on the Niagara River. It is east and Manitowish. From Irondequoit Bay a barge could go across the lake safely when the storm at any other point would be so terrific as to make traffic impossible.

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 Canada 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, three-fourths of a mile wide and has a depth of from 20 to 30 feet. It is completely land locked. Its southern end is within one and three-quarters miles of the present city line of Rochester and 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 and estimates made through and around Rochester for the barge canal. From any one of the three present canal routes through the city and its vicinity, it would be possible to discharge 1,050 cubic feet of water per second into Irondequoit Bay and also to build a connecting 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 existing tracks of the Erie and Lehigh Valley railroads; thence in a straight line to Pittsford.

Mr. McClintock offers nine objections to such a route, as follows: First, the estimated cost is \$848,481 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 replace the park for several years during the construction of the canal. Third, it is planned to build a solid 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, Fifth, add a real danger from flood. Sixth, 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 may be danger when holding up a rushing torrent, carrying ice and trees. The crossing of the river will be 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 lower river enough water to keep the water from 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, and 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 within 6 miles of the head of Irondequoit Bay and a branch canal and raceway to the head of the bay would cost more than such connection with the line passing on the north side of the city.

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 Erie Railroad bridge and then follow the river on the east side as far as Clarissa Street bridge, when it would follow the river 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. McClintock 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 southeasterly, and crossing the river at a point a little west of a little west of the new small railroad, 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 32.7 feet just north of the Glen Haven R. R. crossing."

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 canal as far as Lyell Avenue and across the Niagara.

making a harbor for Rochester at that point. The estimated cost is \$10,325,140, which is increased \$2,000,000 for the cost of the locks and the cost of the aqueduct. The objections of this line are: First, the high aqueduct over the river. The estimate provides for a steel structure costing \$569,112. The foundation here is 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 there is solid rock bottom, and all of the banks can be made permanently safe by masonry core walls.

"The advantages of the line are: 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 towards the lake and bay; third, it passes within one and three-quarters miles from the head of Irondequoit 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 a channel could be built in permanent shape for \$150,000; fourth, a branch canal can be constructed to connect with Irondequoit Bay, with single locks, for less than \$2,500,000."

MR. DANIELS EXPLAINS.

Left Rochester "Off the Map" on Rail-Road Folder, by Mistake.

A communication was received yesterday by Secretary John M. Ives, of the Rochester Chamber of Commerce, from George H. Daniels, general passenger agent of the New York Central Railroad, 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 inadvertently overlooked. He expressed his thanks for having his attention called to the matter, 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."

The following letter was received by Secretary Ives from Corporal James Tanner, of Washington, D. C.:

"Accept my very cordial thanks for your high honor's name in the annual banquet. I very highly enjoyed your 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 with you. With all regards,

Yours very truly,
JAMES TANNER.

FAVORS SOUTH LINE

Chamber of Commerce Isn't Supporting McClintock.

Post-Ex. Feb. 3, 1904.

Will Work Merely to Have Plans Changed So as to Keep Barge Way Out of Genesee Valley Park—Question of City Council.

Members of the Chamber of Commerce say that no attempt will be made to become a northern route for the barge canal around Rochester at the meeting of the corporation next Monday night. The discussion will be solely with relation to the best plan to pursue in an attempt to persuade the state officials to modify their plans and to keep the canal out of Genesee Valley park.

A member of the chamber said a reporter for The Post Express this morning that one reason why the corporation would not itself report in favor of the southern route was that it provided for a spur with a basin or harbor in a good location in the heart of the city, that man called attention to the fact that the northern route proposed by the state would not destroy the park, but that it would cross the river 1,000 feet above the Erie Railroad bridge and then follow the river on the east side as far as Clarissa Street bridge, when it would follow the river until it met the present canal near Goodman Street. It would cost over two million dollars in excess of the northern route.

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BARGE CANAL ROUTE.

Chamber of Commerce To Discuss the Proposition To Carry It Through Genesee Valley Park.

Next Feb. 8, 1904.

The regular monthly meeting of the Chamber of Commerce will be held next Monday evening at 8 o'clock, at which time the question of the proposed barge canal crossing Genesee Valley Park will be taken up.

Ten-minute addresses will be made against the proposition by George W. Rafter, A. B. Lamberton, president of the Park Board; Hon. Henry C. Brewster, and other members of the chamber.

THOMAS B. DUNN, President
JOHN CRAIG POWERS, First Vice-President
GEORGE F. ROTH, Second Vice-President
ROBERT A. RADGER, Third Vice-President
BENJAMIN E. CHASE, Treasurer
JOHN M. IVES, Secretary

Executive Committee.

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Board of Directors.

ONE YEAR: William H. Burr, George F. Roth, William E. Baskin, George H. Daniels, John M. Ives, John C. Powers, Johnstone Advertising Agency, Charles T. Johnston, Delbert C. Hubbard, C. E. Meade, William H. Burr, C. H. Smith, Sherwood Wheaton, William Karle, William J. Carey, F. W. Foote, William H. Burr, C. H. Smith, Sherwood Wheaton, William Karle, William J. Carey, F. W. Foote, William H. Burr, C. H. Smith, Sherwood Wheaton, William Karle, William J. Carey, F. W. Foote.

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Minutes of the Chamber of Commerce.

The objects for which this corporation is formed are to foster the trade of commerce of the City of Rochester, to protect such trade and commerce from unjust and unlawful encroachments, to return advances in trade, and to promote a more enlarged and friendly intercourse between merchants and manufacturers.

Application for membership should be made to the Secretary in writing.

There is no initiation fee, and the dues are twenty dollars per year.

Persons having money to invest in local manufacturing enterprises should communicate with the Secretary.

A book for the free entry of real estate, suitable for building sites, can be found at the office of the Secretary.

Members are requested to correspond with the Secretary on, in special cases, with the President, concerning any matters of public interest which they believe may properly come before the officers or committees of the Chamber.

TELEPHONES 379

Rochester Chamber of Commerce

Organized 1887
Incorporated 1892



Officers and Standing Committees 1904

ROCHESTER CHAMBER OF COMMERCE

February 8, 1904 at 8 P. M.

The Question of the Crossing of Genesee Valley Park by the Proposed Barge Canal will be Discussed.

Guests Card.

Mr. _____

Introduced by _____

Rochester Chamber of Commerce

The regular monthly meeting of the Corporation will be held in Assembly Hall.

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 proposition by

GEORGE W. RAFTER, C. E.,
A. B. LAMBERTON, President Park Board,
HON. HENRY C. BREWSTER,

and other members of the Chamber.

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.

Enclosed find two admission cards, which please hand to friends not members of the Chamber.

Luncheon by Teal.

John M. Ives, Secretary.

Rochester, N. Y., Feb. 5, 1904.

ection NAL COUNTIES

EXPERTS FOR BARGE CANAL

he retained continuously summer after, and in order to remove a brick breaker which has occurred on the wall in the past, cement masonry walls should be put in ambankments of clay puddle walls.

BURBURY 9, 1904.

**AGAINST CANAL
THROUGH PARK**
microsc

ION TAKEN BY CHAMBER
OF COMMERCE.

—

REFERENCE WITH MAYOR

—

Committee to Discuss Proposed

proposed routes of the barge canal, both to the north and the south of the city, was discussed at length at the monthly meeting of the Chamber of Commerce last night. County Engineer McClinton, in favor of the so-called northern route, while Mayor George W. Batter was read, in favor of the southern route. Several resolutions against the southern route which is proposed to pass through Genesee Valley were expressed, and the chamber authorized its president to appoint

majority of five to confer with Mayor
or and take such action as may be
ed best.

resident T. R. Dunn conducted the
ing. It was intended to have George
Hafter make an address, but he was
ined in Syracuse, and his paper was
by Secretary Ives. A summary fol-

the question for discussion may be
ed by calling attention to the fact that
he southern route it is proposed to
the river near South Park at water
l. There will be heavy cuts for con-

able distance at both sides of the river. On the east side, this cut will be, at its maximum, about sixty feet in depth, and it will be something like fifty feet on the west side. In order to reach South Park the road is in a deep cut which can be made once the river is decided. It could be crossed over by an arched bridge and finished with an asphaltic and with spoil banks receded away from the vicinity of the river. The northern route, on the contrary, crosses the river a little north of Norton street on an aqueduct 1,050 feet long and about above the ordinary water level of river.

No statements have been made by any one as to the depth of the foundations of this aqueduct below the water surface. The foot of the lower falls there is a fall from ninety to one hundred feet in height. It is probable that this depth is exaggerated throughout the whole river and, as a fall may be expected to cut out at its foot about equal to its height, this is true, such an aqueduct will cost perhaps twice as much as has thus far been estimated.

Moreover, on the northern route, the large canal will cross Maplewood Park, and in a far more disadvantageous position.

than the proposed crossing for the river. For a thousand years the crest of the river has been on the west bank from nothing to twenty-five feet above the present ground level. Such embankments would effectively destroy the scenic beauty of Maplewood Park. It seems to me that our citizens have been unfairly alerted about the canal crossing through South park on the southern route. The act authorizing the referendum—chapter 137 of the Laws of 1903 provides that the crossing shall be near the river. It appears that this law is not explicit and expressly excludes crossing the river on the southern route. The engineering difficulties are not the same.

The present proposition is to cross 1,000 feet south of Elwood avenue, utilizing 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 dam is made 500 feet north of Elwood avenue. The canalization of the river from the east to the dam is decreased from 500 feet to 250 feet. The length, or in terms of money, is nearly 50 per cent. It is probable that the increase in earth excavation due to a cut will not exceed this amount.

ven on the route outside the park I could remove the spoil banks to east of the Erie railway, in order that there be no blot on the landscape in the immediate vicinity. The expense of this will not be large."

County Engineer McClintock spoke part as follows:

THURSDAY, FEB 10
EXPERTS FOR
BARGE CANAL
Governor Names Commis-
sion of Five Men.

OND TO RESIGN

ate Engineer to be Chair-
man of the New Com-
mission of Experts Who
Will Have Advisory
Function Throughout
the Whole Work.

Associated Press Dispatch.
ALBANY, New York, February 17.
One of the most important steps yet
taken toward carrying into effect the
governor's approval of the \$301,000,000 canal
largement proposition will be taken to-
morrow when the governor will sign the
charter for the creation of the special advisory
commission of live expert engineers, under
whose eye the large canal plans, already
drawn by State Engineer and Surveyor
Bond, will be carried out.

Mr. Bond will himself be chairman of

commissaries and will resign his state
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;
Mr. Elmer L. Corthell, engineer in charge
of the West Shore Railroad; William A.
Crackridge, engineer in charge of the
Laguna River Power Company, and
Major Thomas W. Symonds, United
States engineer in charge of the public
buildings at Washington. Of the five men
named, two, Messrs. Frye and Crack-
ridge, are Democrats, and all five of the
commissions named have received the

Governor Odell has fixed the salary of the commissioners at \$7,500 each, and they will undertake their duties at once. The barge 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 a general advisory function with reference to the canal. They are to follow its progress, and report to the Governor, to the State Engineer and Surveyor and to the State Canal Board any changes or modifications in the plans which they may desire to recommend, but they will have no

Mr. Bond, who is to be chairman of the commission, has three terms, and a 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 measure.

Mr. Brackenkridge is the present engineer of the Niagara Falls Power Company, and has designed and built some of the largest plants in the country.

Although it is not absolutely decided, it is understood to-day that the Republican leaders have practically agreed upon Henry A. Van Alstyne, of Columbia county, now division engineer of the eastern division of the Erie canal, as the successor of Mr. Bond.

[illegible]

11

morning the night cashier, Oscar Miley, glanced out of a front window and saw a red light in the 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 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 afire. I notified the guests personally of the situation and assured each that there was no 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 hotels and many were answered. One dispatch was from New York and it read: "I have heard of your terrible 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 Superintendent 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 pump house the engine kept up its full limit of 6,000,000 gallons a day, with a pressure of 136 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 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 central 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

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 it burns fiercely, 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 Beadle & Sherburne store, basement of the Granite building and on the fifth, eighth, ninth and twelfth floors of the Granite building. In the northeast wing 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 the ruins without shutting off the supply of a large part of the city. It may yet be necessary to do this.

ONE FIREMAN INJURED, ANOTHER HAS CLOSE CALL

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 on, the patient showed symptoms of concussion. The surgeons were hopeful last night, however, that the case would 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 Barker building. The water was fed from the stand pipe on the roof and from a hydrant on the street, the stream being 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 hung head downward, in danger of falling to the pavement, fully sixty feet below.

Lieutenant Frazer and several of the truckmen grabbed Connaughton and he was dragged back to safety. The big crowd watching vented its feelings in a cheer. After the accident, the stream from the steamer was shut off. Connaughton was helped down to the street and 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 treated by each of the other hospitals whose ambulances were at the fire.

"MY BIGGEST FIRE," SAYS CHIEF OF DEPARTMENT

"It was by far the biggest fire in my experience as a fire fighter," said Chief Little last night. "The men worked against great odds and acquitted themselves in a manner that can but reflect credit on the department. I am satisfied I cannot see that we will have any further trouble with the Cox building, for to my knowledge the fire has not reached it yet, the flames being unable to penetrate the fine fire wall between the Shiley, Lindsay & Carr wholesale building and the Cox building."

"Since thanks are due to the firemen from Syracuse and Buffalo. They have worked hard. If 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."

WOULD START A FUND 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. Alford no one of any sympathy be appointed to suggest that a committee of these unfortunate firms may apply, and in whose hands this fund 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, Home & 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, knitted sweaters, mufflers, handkerchiefs and cardigan jackets were given out by the dozens without charge.

DETROIT OFFICIAL SAYS FIRE WAS WELL HANDLED

Commissioner of Police Fowle, of Detroit, was an interested observer of the work of firemen and police. He is a former resident of Geneva 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 afternoon and admired the businesslike 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 it is a much larger city than Rochester. We have the three-platoon system there."

"Of 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. But it is always the best sort of policy to have plenty of apparatus. I think the firemen did splendid work in preventing the spread of the flames."

Mr. Fowle has been commissioner of police 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.

FIRE MADE LONG HOURS OF DUTY FOR POLICEMEN

Chief Cleary was notified of the fire immediately after the alarm, by Lieutenant 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 9 o'clock the night before and were due to be relieved were ordered to stay on duty. They were sent to breakfast at the Eggleston Hotel by Mayor Carter and remained 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 more than four hours to sleep every man reported for duty at 8:45, except one, who was ill.

The squad that usually goes on duty at noon was ordered out at 7 A. M. and remained on duty until 9 P. M. The night force will remain on duty this morning until relieved. The first

precinct squad last night increased by one man from four on the precinct, to five on the fire. The men were then allowed to return.

The police schedule for to-day is for the forenoon squad to report at headquarters from all precincts at 4:45 A. M. The afternoon squad, usually going on duty at noon, will report for duty at 8 A. M. All will work twelve hours today. The night force will report at 5 P. M. This arrangement is made to fit the requirements of the case and the Saturday night crowds.

FIRE NOTES OF HUMAN INTEREST

SCENES AND INCIDENTS IN SIDE THE LINES.

FROM MANY VIEW POINTS

Humorous and Pathetic Developments of the Great Conflagration 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, 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 Daughter." A 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 "Loving Mary." There were many other such instances.

These scorched pages will be cherished by their possessors as souvenirs 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 the fire burned off the back of the bindings 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 Shiley, Lindsay & Carr Company. The words "Please procure" were discernible, but the rest of the sheet had been burned off.

Young Woman's Plait 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, persons 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 but 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.

Food for the Superstitious.

"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 calm 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 unprecedented condition at the windy corner.

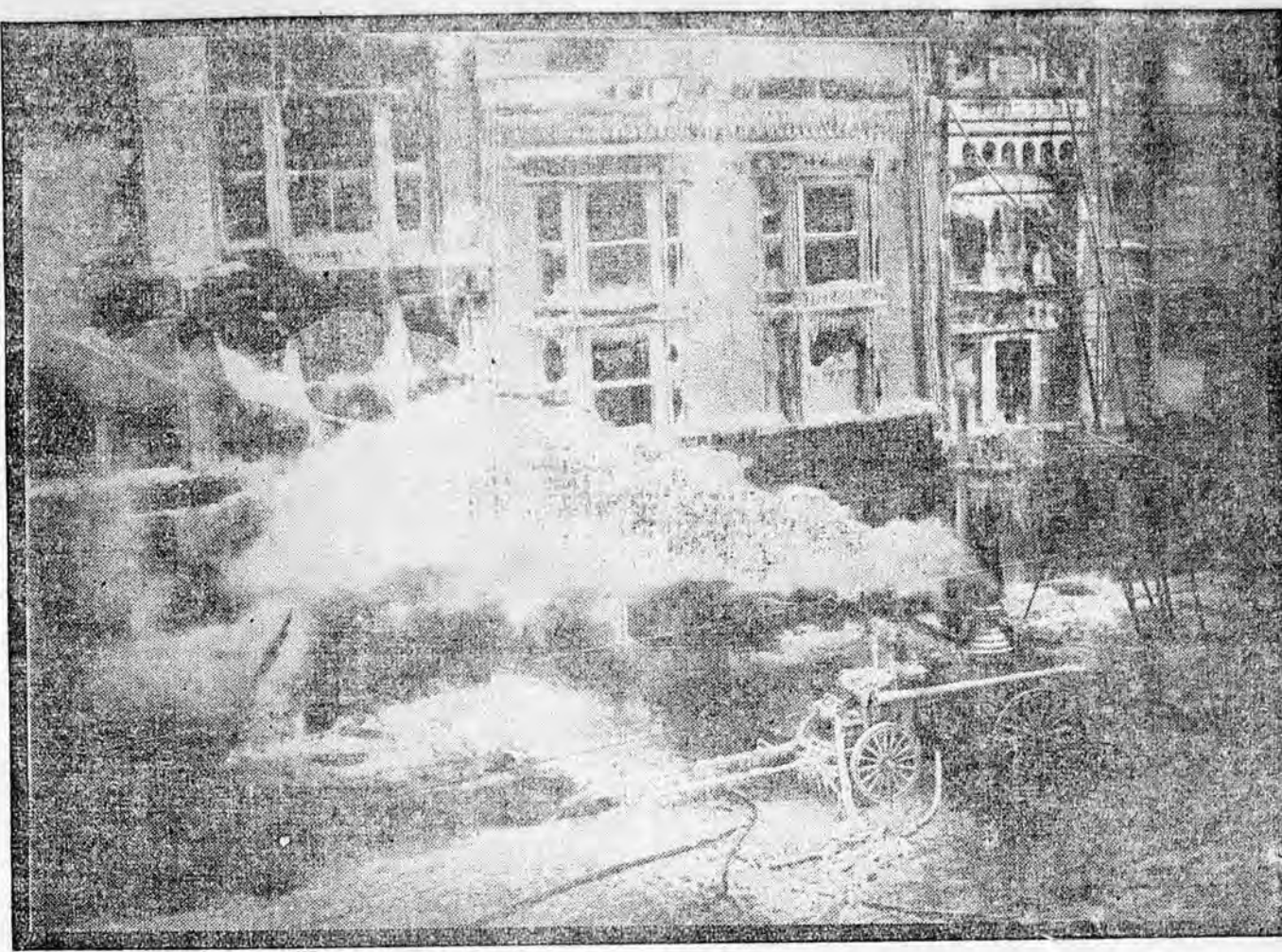
Balky Hose Drenches Spectators.

Three 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-five feet back of the nozzle. He put his foot on the hose and waited for help. No. 2 took hold further up; No. 3 followed suit, 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 drenched.

Lost His Wife at the Fire.

While viewing the fire yesterday a man named Procter, 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.

LARGEST FIRE THAT ROCHESTER EVER HAS KNOWN



ICE COATED RUINS AND ENGINE.



LOOKING WEST IN MAIN STREET EAST.

MAYOR AND COMMISSIONER PRAISE WORK OF THE FIREMEN

Mayor Cutler was at the scene 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:

"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."

Commissioner of Public Safety Gilman watched the work of fighting the fire during 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. 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."

MANY OFFERS OF AID RECEIVED BY MAYOR FROM OTHER CITIES

Mayor Cutler 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:

Ithaca, Feb. 25, 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 for further help needed.
JAMES G. CUTLER, Mayor.

Elmira, Feb. 25, 1904.
Mayor Cutler, Rochester, N. Y.:
If you need any assistance, will be glad to send fifteen or twenty men and one or two steamers; wire.
W. T. COLEMAN, Mayor.
Rochester, Feb. 25, 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. 25, 1904.
Hon. James G. Cutler, Mayor, Rochester, N. Y.:
We are greatly shocked to learn that Rochester is being devastated by such a great conflagration and all former residents living here deeply sympathize with your people. If the Society of the Genesee can render any assistance, please command me.
W. H. WILCOX,
President Society of the Genesee.

Syracuse, Feb. 25, 1904.
Mayor Cutler, Rochester, N. Y.:
Accept sympathy. Is fire yet under control? Command my services.
ALAN C. FORBES, Mayor.

Rochester, Feb. 25, 1904.
Alan C. Forbes, Mayor, Syracuse, N. Y.:
Expression of sympathy acceptable. Fire probably under control; no further assistance needed.
JAMES G. CUTLER, Mayor.

Lyons, Feb. 25, 1904.
Mayor of Rochester, Rochester, N. Y.:
Do you need more help? Have an engine ready if you wish it.
J. P. ROBINSON, President.

Rochester, Feb. 25, 1904.
J. P. Robinson, President, Lyons, N. Y.:
Many thanks; no further help needed.
JAMES G. CUTLER, Mayor.

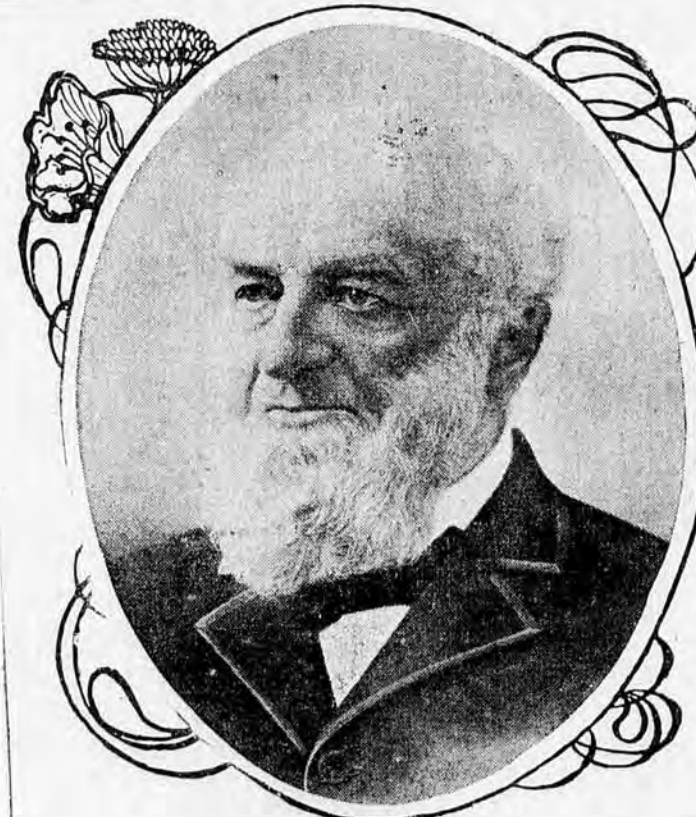
Geneva, Feb. 25, 1904.
Mayor Cutler, Rochester, N. Y.:
If our little city can be of any assistance, notify me.
GEORGE F. LICHT, Mayor.

Rochester, Feb. 25, 1904.
George F. Licht, Mayor, Geneva, N. Y.:
Many thanks; no further help needed.
JAMES G. CUTLER, Mayor.

New York, Feb. 25, 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.

Losses and Insurance.			
	Value	Loss.	Insurance.
Granite building	\$ 600,000	\$ 300,000	\$ 175,000
Sibley, Lindsay & Curr Co's wholesale building	250,000	250,000	250,000
Stock in Sibley wholesale building	1,100,000	1,100,000	830,000
Sibley stock in Granite building	400,000	400,000	400,000
Tenants' effects in Granite building	200,000	200,000	50,000
Buell building	25,000	25,000	15,000
Ellwanger & Barry building	60,000	60,000	50,000
Cornwall building	250,000	250,000	240,000
Readle & Sherburne Co's stock	25,000	25,000	15,000
Goods of other tenants in Buell building	25,000	25,000	20,000
Kirley building	150,000	150,000	125,000
Rochester Dry Goods Co's stock	25,000	25,000	15,000
Goods of other tenants in Kirley building	10,000	10,000	7,500
Winn building	15,000	15,000	10,000
Walk-Over Shoe Company	15,000	15,000	10,000
Sibley building	25,000	25,000	20,000
Gibbons & Stone	250,000	250,000	200,000
Cox building	200,000	200,000	150,000
Goods of tenants in Cox building	100,000	100,000	80,000
M. B. Shantz Button Company	4,000	4,000	3,000
Wright's livery stables, Division St.	2,000	2,000	1,500
Dwelling, No. 33 Mortimer street	1,500	1,500	1,000
Dwelling, No. 31 Mortimer street			
Value of property involved	\$3,802,500		
Total loss		\$2,035,750	
Total insurance			\$2,300,250
For information regarding losses see page 12.			

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, Brockport. In the year 1855 he removed his wholesale business to New York, where for some years it was conducted under 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 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. Hendley, of Minneapolis. Another daughter died a few years ago. Two granddaughters and one grandson also survive him.

THE COMMERCIAL ADVERTISER WEEKLY PICTORIAL REVIEW, NEW YORK, SATURDAY, MARCH 5, 1904.

Rochester's Great Fire in the Business District.



VIEW IN MAIN STREET, SHOWING IN DISTANCE THE GRANITE BUILDING WHOSE WALLS WITHSTOOD THE FLAMES.



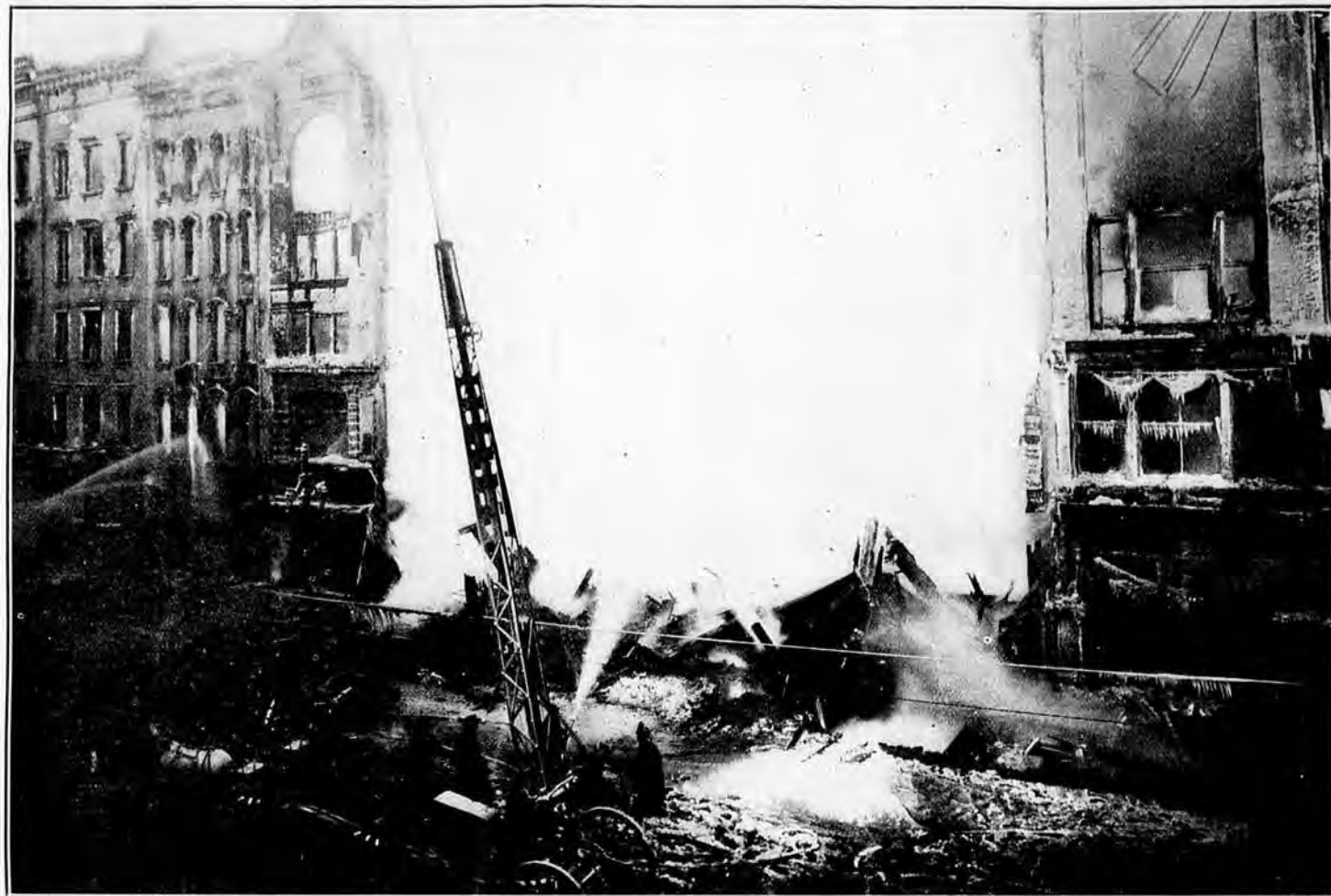
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Central Library of Rochester and Monroe County

Historic Scrapbooks Collection

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Three out of the five department stores were consumed, one of which—the Sibley, Lindsay & Curr Company—was by far the largest establishment of this kind in Rochester and the oldest. In addition to the money loss, it is estimated that twenty-five hundred persons were thrown out of work, temporarily at least, because of the fire.

The burned district lay on the north side of Main street, between St. Paul street and Clinton avenue. The fire started on the eastern end of the block, in the store of the Rochester Dry Goods Company, and worked west, taking but one store east of this establishment, that of the Walkover Shoe Company, before its progress was checked in that direction.

Next west was the store of the Beadle, Sherburne Company, which was destroyed; then the marble block occupied by the Sibley, Lindsay & Curr Company, and finally the twelve-story Granite Building, the lower part of which was occupied by the Sibley, Lindsay & Curr Company, and

the upper part by offices. Only the front wall of the Marble Building was left standing. The shell of the Granite Building remained intact.

Next west of Sibley, Lindsay & Curr Company, with St. Paul street running in between, is the department store of Burke, Firstmans, Bone & Co. That building was saved by hard work, the only damage being from window glass broken by the heat, and water leaking into the store-room.

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was destroyed, with all its valuable contents. The loss on this building and contents alone is placed at \$1,450,000. The stables of the Sibley, Lindsay & Curr Company were also burned. The flames ate their way into the rear of the Granite Building from the Marble Building, and then followed a foot bridge across into the wholesale building.

It is the opinion of experts that the Granite Building can safely be repaired. The Fire Department did excellent work, but the apparatus was inadequate, and requests for assistance were sent to Buffalo and Syracuse. Each city responded, sending two engines and men to man them.



PLAYING THE HOSE ON SIBLEY, LINDSAY & CURR CO'S GREAT STORE.

PHILIPPINE TRADE.

Articles That Might Be Sold Advantageously 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 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 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 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, tan and white canvas (no boots); leather for shoes, all kinds; sewing machines, metal bedsteads, single and medium sized light mattresses, light two-wheeled roadsters, buggies with tops, showcases (knocked down as per cut, no other kind), small canvas folding hunting boats."

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 Kinsolving, D. D., bishop of Southern Brazil. He comes by invitation of the Church Club of Rochester. He will be the speaker 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 Episcopal church in this city that have come together in many years. Bishop Kinsolving 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, 1893, 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 Baltimore, and they sailed from Norfolk, Va., on September 1, 1893. They went first to Sao Paulo, Central Brazil, where they studied the Portuguese language, and in June, 1896, 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 G. Meen and Miss Mary Packard sailed for Brazil and upon their arrival a convention was organized and the mission took on new life. Missions were started in Rio Grande, Pelotas, Contracto, Vianna, Jaguarao and other places. In 1893 Bishop Peterkin of West Virginia visited the mission and confirmed 12 persons. He licensed several catechists, ordered four native Brazilians to the Diaconate and blessed four other Brazilians as lay readers. In 1897 the bishop of the Falkland Islands visited the mission and confirmed 150 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, returning to Brazil accompanied by the Rev. G. Wallace Ribble 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 seminary has been established in Rio Grande, and the Woman's Auxiliary has been organized in the mission. From the first day workers were utilized and there were found more efficient than the devoted wives of the clergy."

Mr. Aldridge suggested that a better location for the proposed harbor than the South avenue feeder would be to continue the present canal to Brown and Oak streets near the Whitney elevator which would be nearer the center of the shipping interests of Rochester and easier to reach.

William C. Barry argued against the intermediate route from Goodman street to Mr. Hope avenue.

Mr. Frye of the advisory board constantly asked questions as to what the business interests of Rochester desire in the way of barge canal privileges. They did not concede that the committee represented all the interests which would be affected by the canal.

Mr. Lamberton 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 canal. He would not concede that the barge canal would add to canal shipments of freight out of Rochester.

City Engineer Fisher asked if selection of other 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 engineers will visit Rochester in the near future to give a public hearing on barge canal plans with particular attention to the shipping interests which will be affected.

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MARCH 12, 1904.

CANAL LAW CAN BE AMENDED

Senator Lewis Points Out Engineer Frye's Mistake.

PEOPLE VOTED ON THE COST

That Was as Far as They Went the Barge Canal Proposition—Legislature's Powers.

From a Staff Correspondent.

any, March 12.—Chapter 147 of the laws of 1903, the law under which the canal will be built, contains this provision regarding the route of the canal through Rochester:

After following the old canal west of the city, thence running across the city south of Rochester to the Genesee river, near South park; here crossing the river in a pool formed by a dam, and running to the west of the outfalls of Rochester and joining the present canal about one mile west of South park.

The pool in which the canal will be constructed is the Genesee river, south of Rochester, near South park, and there shall be constructed generally toward Rochester, a canal of the width of 150 feet, and a depth of 12 feet.

At two and a quarter miles long, ending at the present Erie canal. The short end of this canal for a distance of 500 feet shall be enlarged into a basin harbor with a width of 150 feet and a depth of 12 feet.

The course of Thursday's conference between Rochesterians and State Engineer Bond, Mr. Frye, of the advisory board, remarked that the canal law is a part of the state constitution that the state authorities have no power to alter the route there laid down, but that the state engineer "is hereby authorized and required to make such modifications therefrom as may be necessary desirable for bettering the alignment, reducing curvature, better planning structures and their approaches, settling better foundations, or generally any purpose tending to improve the canal and render its navigation safer and better."

Mr. Frye expressed the opinion that it was no alternative but to build the canal to the south of Rochester.

Charles Alden E. Lewis, in connection with The Post-Express, corresponded on Thursday afternoon, said:

Mr. Frye, in common with many other sons, is mistaken as to the scope of the power given to the engineer. It is not that the people passed upon whether the state should expend \$30,000,000 in the improvement of the canal, the legislature sees fit it may amend a law of 1903 as to the route of the canal. It can reduce the amount to be expended. It could amend the law as to provide for the construction of the canal. If, however, the legislature were to increase the cost of the proposed canal work, it would be necessary to submit the question to the people in a referendum.

In any other respect the legislature has no power to amend the law of 1903.

Philbrick Belives from Second Post-Express.

It was unsatisfactory, for beyond the fact that the Rochester officials opposed the crossing through Genesee 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 others seemed to favor a crossing south of Genesee 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 not 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 Genesee north of the city. The latter crossing is, we think, much the best for Rochester, and if the members of the advisory board will make a careful personal inspection we are sure they will agree with us. Any crossing south of the city means a huge canal basin and a branch canal, connecting the city with the main line, and this would always be a source of danger. We all remember what happened to Rochester two years ago when the river flowed into the feeder and flooded a large area of the city, and it is

passes bunched in tenth go

CUBS OBLITERATED IN LAST GAME OF SERIES.

WON BY GIANTS

PROTRACTED BOUT

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clear that the larger the canal excavation the greater will be the volume of water and the greater the damage upon any recurrence of a similar disaster. It will be remembered that the canal basin as contemplated is to be 170 feet wide and 1,300 feet long, and that the branch canal is to be twelve feet deep 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 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 is a mighty stream, the 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 canal across the river by building a dam 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 aqueduct north of the city.

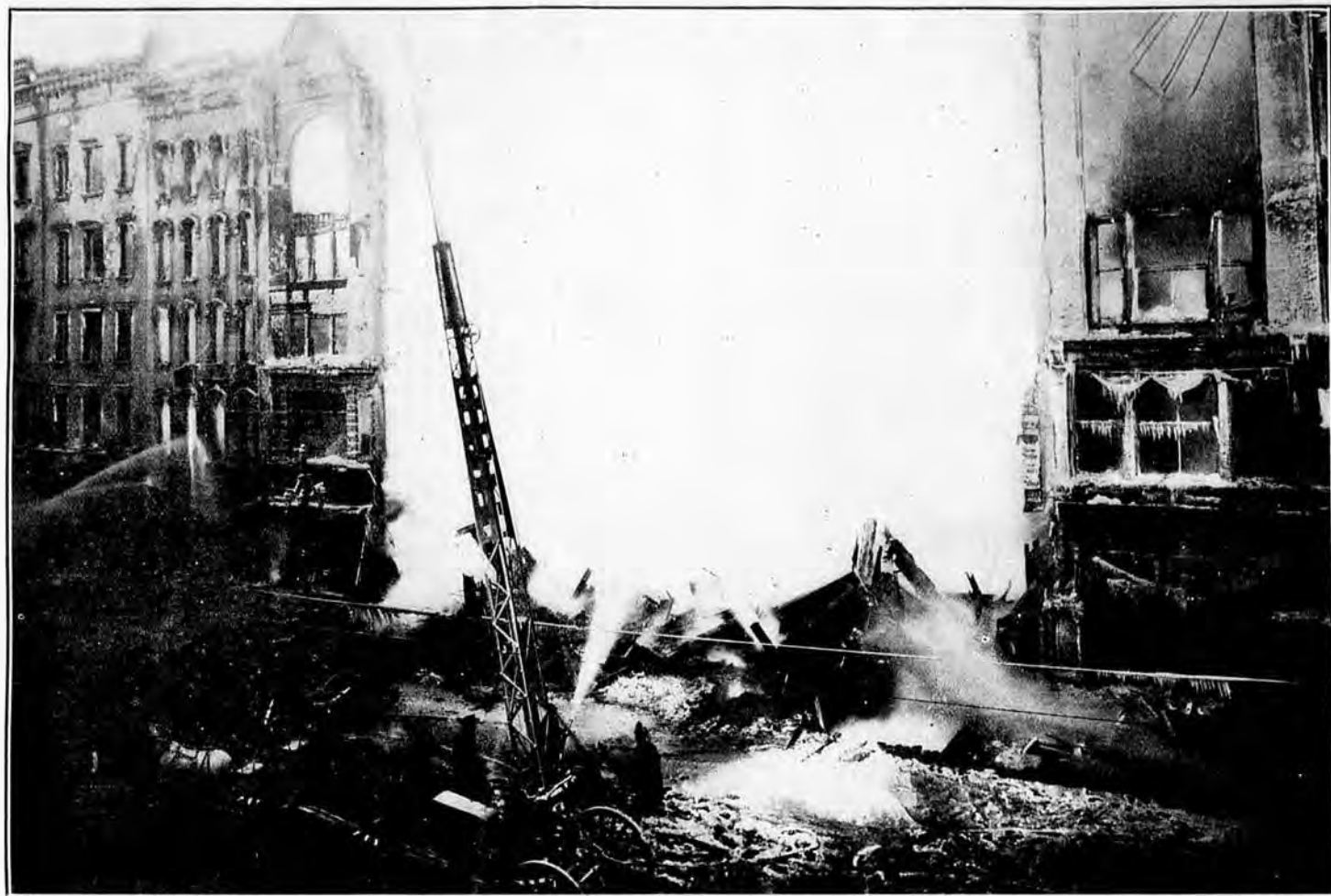
One of the members of the advisory board said at the hearing that the route of the barge canal through this city was fixed "in the constitutional amendment which the people adopted last fall." This was a grievous blunder. "The people did not adopt a constitutional amendment last fall; they merely authorized the creation of a state debt for the construction 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 opinion the legislature should do this without the slightest delay. Either the route north of the city should be fixed in the advisory act, which, we think, would be the best way, or the canal board should receive authority to select the route through Rochester that, in their judgment, seems to be best for the city and the state.

We do not see how it is possible for the 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 sooner a bill is introduced and passed the better.

GUEST'S CARD.

ROCHESTER CHAMBER OF COMMERCE
MARCH 12, 1904 at 8 P. M.
LUCIEN LEE KINSOLVING, D. D.
Bishop of Southern Brazil
Invited by
The Commercial Outlook in Brazil

THE COMMERCIAL ADVERTISER WEEKLY PICTORIAL REVIEW, NEW YORK, SATURDAY, MARCH 5, 1904.



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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 Kinsolving, D. D., bishop of Southern Brazil. He comes by invitation of the Episcopal Club of Rochester. He will be the speaker 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 Episcopal church in this city that have come together in many years. Bishop Kinsolving 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 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, 1859, a church was 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, trained at the Virginia Theological Seminary. Assistance came to them from Philadelphia, New Jersey, Richmond, Baltimore, and they sailed from Norfolk, Va., on September 1, 1859. They went first to Sao Paulo, Central Brazil, where they studied the Portuguese language, and in June, 1860, inaugurated the work of the church in South America by opening a chapel in Porto Alegre, Rio Grande do Sul. Their efforts prospered. In 1861 Rev. William Cabell Brown, Rev. John G. Meem and Miss Mary Packard sailed for Brazil and upon their arrival a convocation was organized and the mission took on new life. Missions were started in Rio Grande, Pelotas, Contraco, Vinhao, Jaguarao and other places. In 1862 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 1867 the bishop of the Falkland Islands visited the mission and confirmed 159 persons. In 1868 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 1869. Returning to Brazil, he was accompanied by the Rev. G. Wallace Ribble 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 his 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.

Post-Exposition March 10, 1904
Louis G. Ernst 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 New York Retail Hardware Dealers' association came to a close to-day in the

Chamber of Commerce assembly room. The morning was devoted to the winding 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.

Officers were chosen this morning as follows: President, John G. Forres, Johnstown; first vice-president, Charles P. Sherwood, Buffalo; second vice-president, Louis J. Ernst, Rochester; secretary, John B. Foley, Syracuse; treasurer, F. E. Delton, Borkimer. The date for holding the next annual gathering was a subject of discussion and at a late hour this afternoon had not been decided on.

The annual reports of retiring president, W. D. Hallock, of Penn Yan; secretary, John H. Taylor, of Little Falls, and treasurer, John G. Forres, retiring first vice-president and newly elected president, read a report of the National Retail Hardware Dealers' association. Mr. Forres attended the convention as the representative of the New York state association.

A resolution was passed this morning denouncing the Parcel post bill pending before congress. Similar action was taken by the National Retail Hardware Dealers' association.

During the sessions of the convention about twenty-five delegates from all parts of the state have been present.

ARE SEEKING INFORMATION

Post-Exposition March 10, 04
Object of Presence of Rochester Delegation in Albany.

CONFERENCE WITH ENGINEER

Many Interests Represented in the Hearing Regarding Route of Barge Canal Through Rochester.

From a Staff Correspondent.

Albany, March 10.—Mayor Cutler, George W. Aldridge, City Engineer 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, Ballou, Callahan and Davis, and Supervisor Babcock of Brighton, went into conference this morning with State Engineer Bond over the route of the proposed barge canal through Rochester.

Besides Mr. Bond, there were present Messrs. Frye and Corbett of the advisory board of engineers, and Resident Engineer Henry C. Allen, of Syracuse.

Mayor Cutler opened the proceedings by announcing that the Rochester delegation came in a receptive mood and seeking information.

Senator Lewis introduced the delegation and said he hoped that a full, free and frank discussion would clarify the atmosphere.

Mr. Bond explained in detail the routes of the barge canal so far as Rochester would be affected.

Supervisor Babcock 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 ruin it. He suggested that the canal go as far north or as far south as possible. He said that the proposed southern route would utterly ruin 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 undesirable and urged that the canal be kept outside of the city if possible.

Mr. Aldridge suggested that a better location for the proposed harbor than the South Avenue location would be to continue the present canal to Brown and Oak streets near the Whitney elevator which would be nearer the center of the shipping interests of Rochester and easier to reach.

William C. Barry argued against the intermediate route from Goodman street to Mt. Hope avenue.

Mr. Frye of the advisory board constantly asked questions as to what the business interests of Rochester desire in the way of barge canal privileges. They did not concede that the committee represented all the interests which would be affected by the canal.

Mr. Lamberton 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 canal. He would not concede that the barge canal would add to canal shipments of freight out of Rochester.

City Engineer Fisher asked if selection of 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 engineers will visit Rochester in the near future to give a public hearing on barge canal plans with particular attention to the shipping 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 1902, 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 Puttford thence running across the city 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 canal will cross the Genesee river, south of Rochester, there shall be constructed, and 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 miles long, ending at the present Erie 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 depth of twelve feet."

In the course of Thursday's conference between Rochesterians and State Engineer Bond, Mr. Frye, of the advisory board, remarked that the canal law of 1902 is a part of the state constitution and that the state authorities have no power to alter the route there laid down except that the state engineer "is hereby authorized and required to make such deviations therefrom as may be necessary or desirable for bettering the alignment, reducing curvature, better placing of structures and their approaches, securing better foundations, or generally for any purpose tending to improve the canal and render its navigation safer and easier."

Mr. Frye expressed the opinion that there was no alternative but to build the barge canal to the south of Rochester.

Senator Merion E. Lewis, in conversation with The Post-Exposition correspondent on Thursday afternoon, said: "Mr. Frye, in common with many other persons, is mistaken as to the scope of the law adopted by the people last fall. All that the people passed upon was whether the state should expend \$10,000,000 in the improvement of the canal. If the legislature see fit it may amend the law of 1902 as to the route of the Erie 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 to increase the cost of the proposed canal work, it would be necessary to submit the question to the people again. In any other respect the legislature has power to amend the law of 1902."

"If the present law will not permit of the most feasible route through or near Rochester, the legislature may amend it in that or any other detail."

Post-Exposition March 12
The conference between Rochester officials and members of the canal advisory board was satisfactory in one respect: it showed that the state officials were well disposed toward this city, and were willing to enter into a careful consideration of all the questions involved in the rather difficult and complicated 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 opposed the crossing through Genesee 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 others seemed to favor a crossing south of Genesee Valley park.

Five routes in all have been proposed. The first follows the present line of the canal, and is exactly what the question. The second crosses the river through the park, and this is objected to by all residents of Rochester, for we do not 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 Genesee north of the city. The latter crossing is, we think, much the best for Rochester, and if the members of the advisory board will make a careful personal inspection we are sure they will agree with us. Any crossing south of the city means a huge canal basin and a barge canal, connecting the city with the main line, and this would always be a source of danger. We all remember what happened to Rochester two years ago when the river flowed into the feeder and flooded a large area of the city, and it is

clear that the larger the canal excavation, the greater will be the volume of water and the greater the damage upon 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 canal is to be twelve feet deep and ninety-four feet wide. Altogether, will be a constant menace and a very great menace to a large amount of property. 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 Genesee river is in time of flood, and with what insatiable force it carries everything before it; and it is clear that the proposition to put the immense barge canal across the river by building a dam 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 aqueduct north of the city.

One of the members of the advisory 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." This was a grievous blunder. The people did not adopt a constitutional amendment last fall; they merely authorized the creation of a state debt for the construction 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 opinion the legislature should do this without the slightest delay. Either the route north of the city should be fixed in the amendatory act, which, we think, would be the best way, or the canal board should receive authority to select the route through Rochester, that, in their judgment, seems to be best for the city and the state.

We do not see how it is possible for the 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 sooner a bill is introduced and passed the better.

GUEST'S CARD.

ROCHESTER CHAMBER OF COMMERCE
MARCH 12, 1904 at 8 P. M.
LUCIEN LEE KINSOLVING, D. D.
Bishop of Southern Brazil
The Commercial Outlook in Brazil
Invited by

Address, Hon. W. A. C. Way, commissioner of the State.

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 KINSOLVING, 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 Teall.

THOMAS B. DUNN,
President.

JOHN M. IVES,
Secretary.

ROCHESTER, N. Y., March 11, 1904.

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 Bishop Kinsolving went to Buffalo, where he will preach today, 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 repeat that to you, but I believe Brazil could be called here almost terra incognita, so little is known of it.

"As to the size of Brazil, it will doubtless surprise many of you to hear that it is larger than the United States plus twice Texas. The greater part of it is within the tropics, but much of it is in the temperate zone.

"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 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 ocean, 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

is not what it once was.
"From Bahia come hard woods and hides, cigars and tobacco. The tobacco that comes to Bahia is of excellent quality for cigars.

"The metropolis of Central Brazil is Rio de Janeiro. It is a splendid city, with a population of 800,000 to 1,000,000 persons. 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. First, 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 interest in the opportunities the country offered.

"Now I come to Southern Brazil," continued the speaker. "In which is the city of Rio Grande do Sul, where is my work. Here is to be found the most hardy 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 United States. They were, he said, a nation within a nation.

Reference was made to the banking institutions of the country. Most of them, said Bishop 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 establishing banking houses in Brazil, he said.

"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 merchantmen. Good American lines to Brazil, I believe, have a stimulating effect upon our 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 improvement in the breed of cattle of the country, and for American enterprise in municipal affairs. He spoke of the progress 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 named in the latest available years:

Countries.	Imports.	Exports to U. S.	Exports from U. S.	Imports into U. S.
Argentina	899,421,000	29,598,529	171,236,400	109,286,871
Australian Commonwealth	2,001,014,000	25,101,784	213,112,000	113,515,000
New Zealand	165,121,000	1,000,000	30,852,000	10,034,310
Austria-Hungary	249,280,000	6,622,850	301,026,000	10,034,310
Belgium	439,282,000	43,515,115	261,169,000	17,912,084
Bolivia	5,587,000	19,520	11,070,000	7,731
Brazil	112,285,000	11,155,500	177,253,000	71,912,084
British colonies	402,270,000	57,580,072	207,754,000	22,526,024
Bulgaria	124,811,000	124,472,100	20,011,000	54,659,470
Canada	4,419,000	1,007,000	6,001,000	3,291,000
Costa Rica	1,018,000	1,125,118	7,131,000	2,190,147
Guatemala	3,822,000	802,000	2,827,000	1,130,209
Honduras	2,156,000	1,304,518	3,243,000	2,139,313
Nicaragua	2,621,000	85,000	2,520,000	285,000
San Salvador	48,356,000	3,753,222	91,879,000	7,155,839
China	396,301,000	22,108,282	171,120,000	26,132,112
Cuba	55,826,000	21,729,572	77,849,000	62,341,342
Denmark	119,714,000	14,870,260	30,706,000	8,494,000
Ecuador	7,029,000	1,847,850	8,811,000	1,823,106
El Salvador	72,220,000	97,777	87,081,000	19,684,028
Finland	45,197,000	97,777	26,717,000	19,684,028
France	845,046,000	70,497,527	820,451,000	87,355,253
Germany	44,228,000	3,086,238	62,941,000	1,961,102
Italy	12,485,000	2,735,418	1,351,000	1,688,491
Japan	46,905,000	62,261	25,806,000	1,688,491
Portugal	1,340,178,000	174,201,195	1,113,213,000	111,960,901
Spain	1,340,178,000	174,201,195	1,113,213,000	111,960,901
Sweden	1,340,178,000	174,201,195	1,113,213,000	111,960,901
Switzerland	1,340,178,000	174,201,195	1,113,213,000	111,960,901
United Kingdom	1,340,178,000	174,201,195	1,113,213,000	111,960,901
United States	1,340,178,000	174,201,195	1,113,213,000	111,960,901
France	1,340,178,000	174,201,195	1,113,213,000	111,960,901
Germany	1,340,178,000	174,201,195	1,113,213,000	111,960,901
Italy	1,340,178,000	174,201,195	1,113,213,000	111,960,901
Japan	1,340,178,000	174,201,195	1,113,213,000	111,960,901
Portugal	1,340,178,000	174,201,195	1,113,213,000	111,960,901
Spain	1,340,178,000	174,201,195	1,113,213,000	111,960,901
Sweden	1,340,178,000	174,201,195	1,113,213,000	111,960,901
Switzerland	1,340,178,000	174,201,195	1,113,213,000	111,960,901
United Kingdom	1,340,178,000	174,201,195	1,113,213,000	111,960,901
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Japan	1,340,178,000	174,201,195	1,113,213,000	111,960,901
Portugal	1,340,178,000	174,201,195	1,113,213,000	111,960,901
Spain	1,340,178,000	174,201,195	1,113,213,000	111,960,901
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Italy	1,340,178,000	174,201,195	1,113,213,000	111,960,901
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Spain	1,340,178,000	174,201,195	1,113,213,000	111,960,901
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United States	1,340,1			

25

19. That an appropriation be made for the taking of the decennial enumeration of the inhabitants of the state in May and June, 1905.

WHAT THE LEGISLATURE DID.

Passed bills carrying out recommendations of 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 \$200,000 for a state agricultural college at Cornell university.
Extension of life of advisory board of canal engineers until the barge canal is completed.
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.
Creation of permanent "river improvement commission" composed of state officials.
The Jerome gambling bill.

IMPORTANT BILLS WHICH FAILED.

Judges' pension bill.
Teachers' pension bill.
Half a dozen street railway grants.
Creating a commission to revise the statutes of the state.
The Fraxley bill to legalize sparring exhibitions under the direction of a state commission.

The Davis-O'Neill bills to codify the voting machine laws.
Wade bill to amend the libel law.
Cook-Davis hotel local option bill.
The Brooks bill to legalize Sunday baseball playing.

Push Extra at N. 1904

Albany, April 15.—While the legislature of 1904, which adjourned sine die at 2 o'clock this afternoon, will be remembered chiefly for what it did not do still it has some important legislation to its credit.

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 its first commissioner of education and he assumed his duties on April 5th.

The legislature has passed three bills to supplement the barge canal law of 1902. 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 of three members to negotiate directly with owners of property needed for the canal enlargement while the third regulates the powers of the state superintendent of public works regarding the installation of electrical towing apparatus on the canal.

By a concurrent resolution of Senator Lewis, a legislative commission has been created to investigate this latter proposition and report to the governor and legislature.

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 universities 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 the legislature. The Finch bill was passed in the assembly, but was held up in the senate after a caucus of the republican senators had declared against it.

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 Rainey and Malby made speeches in which they attacked the bill and scored their colleagues for holding a caucus decree. The bill passed the senate, however, by the votes of the democrats who sided with Brackett and his colleagues.

The assembly committee on rules, however, refused to report the Brackett bill and it died a natural death.

Another bill which occasioned considerable debate and much bad blood was the "Jerome gambling bill" so-called. It undoubtedly the power of the press induced the passage of this bill, because nearly every paper in the state was for the measure.

There was a number of bills introduced which would have conferred valuable privileges and franchises on big corporations. Most of these failed of passage but the Niagara and Lake Ontario power bill, in which many persons think they foresee the corporation which will be the Northern Securities company of the electrical trolley light, heat and power 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 McCallan of New York.

Another bill of importance which has passed the legislature is the river improvement commission, of Senator Lewis, which will create a permanent commission of state officers to take steps to regulate the flow of the rivers and streams of the state so as to prevent recurrence of the floods and freshets of

Central Library of Rochester and Monroe County

Historic Scrapbooks Collection

Brewster, the chairman of the Chamber of Commerce committee. Mr. Barnard is a man of some valuable official data regarding the canal. He is a native of the town of Tonawanda, and has long resided in the city of Rochester. He is a member of the Chamber of Commerce, and has been active in its work. He is a man of high character and ability, and his services to the city and state are highly valued.

This communication will naturally stir up considerable discussion at the conference, as there has been much opposition manifested to the southern route. It is 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 some doubt as to its propriety.

Following is Mr. Barnard's letter to Mr. Brewster on the subject:
"I beg leave to submit briefly for the consideration of your committee certain notions about canal improvement, as related to the city of Rochester, as they occur to one who, for some years past, has been associated with canal interests and has had opportunity to observe canal conditions generally. No question of general canal policy enters into the purposes of this discussion, it being assumed that the barge canal, constructed substantially upon lines laid down in the referendum measure, will be a reality of 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 enterprises by reason of prospective canal facilities. Third—The least interference with highway and railway traffic. Fourth—The least interference with 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 existing canal are the sewer pipe industries, lumber yards and box factories, stone yards, including paving materials, the grain elevator and malt house in connection with the milling and brewing industries, and wholesale groceries. And, for shipment from Rochester, the groceries of the B. R. & P. Railway and the Lehigh Valley Railroad for the transfer from railroad to canal of anthracite and bituminous coal and bulk salt."

"One hundred and sixty thousand tons of freight are delivered in this city annually by canal. These shipments are equivalent to upwards of six thousand carloads of the various commodities handled; in other words, equal to thirty carloads daily for the two hundred days of the navigable season. The saving to our local interests in freight payments varies from 20 cents to \$1.50 per net ton, in all, to something like \$30,000 annually. This amount capitalized at 5 per cent amounts to \$1,600,000, which, to some extent, is a measure of the investment value of the present canal to the city. The indirect benefits that accrue by reason of reduced railway rates, owing to canal competition, can only be vaguely guessed at. It is, however, the common experience of shippers that they procure a lesser railway rate between canal points than between points not so favored."

"The concerns using the canal which require dockage at their plants are, for the most part, located in the western part of the city and would be well enough served by the continued maintenance of the present canal into the city from the barge canal at South Greece 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 erect their plants at points where their respective railroads would intersect the main line of the canal."

"It is generally admitted that the construction of a harbor for one thousand barges upon the site of the feeder at Mt. Hope Avenue would serve no useful purpose. There would be no adequate space available along this proposed approach for dockage purposes, warehouses, manufacturing establishments, or other industries of a character served by a canal."

"The new canal should be so located as to provide advantageous sites along its course for the location of new enterprises, and the location to the west and south of the city offers the very best facilities for combined railroad and canal advantages as an inducement to the location in that section of important industries, and the route involves but little disturbance of established conditions."

"Railroad facilities are essential to the development of the city and the important enterprises using the canal for materials in bulk require the railroad for minor supplies and manufactured products. This may water transportation, although regarded in the light of competition, supplement and even greatly increase the business of its rival railway."

"The southern route will tend to develop the city in that direction, while any route to the north will not only limit the city's growth toward the lake, decrease the values of the residence property in that direction, but offer limited opportunities for the future establishment of manufacturing enterprises along its course. The southern route will benefit largely the bordering lands in the way of drainage and is more likely to enhance the value of property in that direction than otherwise."

"The northern route affects not less than a dozen of Rochester's most important thoroughfares to the north and west and in such a manner as to demand extensive modification of the existing highway or railway."

"Let those whom sentiment sways to favor a fancied monumental structure of graceful lines and noble proportions, across the lower river gorge, be not misled, but let their conception picture a monstrous square steel box or flume, on multiple piers, imposing its ugliness upon the landscape, streams spurting from every leaking joint, its drip defiling the way."

"Discussion has thus far mainly centered upon what might be termed the 'park issue.' The writer believes that, properly treated, the canal might be made an interesting and slightly feature of the park. He assumes that the preponderance of sentiment is unfavorable to the South Park location. If so, let all effort be concentrated towards procuring the next most practicable route—that is, to the south of the park—a route requiring but little modification of the predetermined 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 connection with the city by way of the feeder, with the feeder proposition eliminated 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 its 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 interests 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 lowering of the 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-Rochester level, without greatly increasing the velocity of flow in the canal."

"It might also be practicable to make provision for discharging a considerable volume of the flow of the Genesee River through the enlarged canal into Irondequoit 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 believe that the state authorities will lend 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 is afforded the Genesee some of our most important industries will be a beneficiary, otherwise these interests, as well as the city, can justly demand compensation and a basis for water storage in the Genesee Valley will have been established."

"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 published reports."

"Statements from nearly all of the large users of the canal in this city have been procured, and these, together with the records kept by the state, has enabled me to put in form an analysis of the present canal business of Rochester, which, perhaps, might be studied with profit before too hasty conclusions are drawn. This detailed information is available should the committee desire to make use of it."

W.C. 1904
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 Profanities—Boulevard for Feeder Bed Suggested.

Committees appointed by the Chamber of Commerce and the Common Council met yesterday afternoon for a conference on the 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 southern route, carried south of Genesee Valley Park. The details of the proposed spur 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. Shibley, B. B. Hathaway, 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 canal.

The City Engineer offered profile maps of the three proposed routes, called the northern, middle and southern routes. If the northern 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 immense aqueduct across the lower river gorge near Sedgewick Park.

Proposed Middle Route.

The middle route would leave the line of the present canal at Goodman street and cut through the Thirteenth and Fourteenth streets to the feeder near Charles street bridge, following the feeder to a point opposite Brooks avenue, where it would cross the river. The southern route takes the canal 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 opposition to the western spur, extending into the city along the present line of the canal to the Ohio basin at Allen street. Some of the committees also suggested that a spur be asked for on the East Side, running down 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 canal for large shipments when they could use the railroads, which furnish a quicker and more responsible service.

Mr. Shibley suggested that a barge canal such as was proposed would change present conditions and furnish a reliable service. He thought better railroad facilities would follow 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 sections. He said the idea should be carried further, and that railroads should be compelled to enter the city on one line and have one union depot. With reference to the feeder, he declared that the state had once agreed to pipe it, and make a road. An ideal boulevard to the Genesee Valley Park, with an entrance to Mount Hope cemetery, could be constructed here. There is nothing in the city, he declared, that has caused so much profanity as the canal. He argued that it should be taken out a reasonable distance. He also suggested that the old eastern water be filled in, making a fine residence section.

From the general discussion which followed, it was evident that the committee was agreed on the necessity for the west spur. Further discussion on the proposed spurs will be had later. It was thought best to recommend that the northern route was impracticable in view of the engineering obstacles and that the best route would be south of Genesee Valley Park. Other details will be agreed upon later.

The Mayor said that as soon as he hears from the State Engineer he will call another meeting of the committees, when a formal communication to the Canal Advisory Board will be drawn up.

Looking Toward a Better Acquaintance with Rochesterians.

The Rochester Chamber of Commerce has decided to found an auxiliary membership 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 surrounding towns, the use of the chamber of commerce rooms when in Rochester, the use of a stenographer and telephone 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 Secretary John M. Ives, who used to be a newspaper man and who is a live man and a most genial companion.

Reaching Out to Albion.

The Rochester Chamber of Commerce is about to found an auxiliary membership 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 Rochester, the use of a stenographer and telephone free, an invitation to the annual dinner of the Chamber, the use of the library and reports, books, etc., sent out by the Chamber.

Rochester Chamber of Commerce Reaching Out to Albion.

The Rochester Chamber of Commerce at a recent meeting decided to found an auxiliary membership consisting of citizens of surrounding 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, all free of charge; an invitation to the annual dinner of the Chamber, the use of the library and all reports, books, etc., sent out 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.—Caledonia Advertiser.

Want Rural Business Men as Associate Members.

At the last meeting of the trustees 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 to the annual dinner of the Chamber, the use of the library and all reports, books, etc., sent out by the Chamber. The initiation and annual dues are to be \$10, which is but one-half of the annual dues paid by members of the Chamber residing in Rochester. A list of names of such as would be likely to join will be proposed for membership at the next meeting on April 28. Will those interested kindly notify this office at once.

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 initiation and annual dues to be \$10, 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 stenographer and both telephone services, all free of charge; an invitation to the annual dinner of the Chamber, the use of the library and all reports, books, etc., sent out 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.—Caledonia Advertiser.

Rochester Chamber of Commerce.

President, THOMAS H. DUNN.
First Vice President, JOHN CRAIG POWERS.
Second Vice President, GEORGE F. ROTH.

Third Vice President, ROBERT A. HADGEE.
Treasurer, BENJAMIN E. CHASE.
Secretary, JOHN M. IVES.

ROCHESTER, N. Y., April 21, 1904.

John Smith, Fairport, N.Y.

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 establish an associate membership for gentlemen not residents of Rochester, the initiation and dues to be but one-half of the regular initiation and dues is \$20 annually, but to associate members it will be but \$10.

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 convenience.

Yours very truly,

John M. Ives
Secretary.

Historic Scrapbooks Collection

ELECTRIC,
ROCHESTER
R COMPANIES

The study of the final location of the canal requires a study of some twenty-six miles of country reaching from Macedon to South Fairport. The route from Macedon to Fairport is a distance of eight or more miles, if what is known as the "middle route" is considered, or the middle route, which means a common line from Fairport to Macedon, passing along the present line of the

tion, thence to the north of the city, passing along the present line of the river, and thence continuing straight to the Genesee river, following on the old line of the river, and then turning part of way to the right, the study of either of these lines implies the possible overrunning of the city by the waters of the Macedonian between Fairport and Macedon, or something like it. The crossing of the Genesee, at Fairport, embankments at the crossing, the Irondequoit and Allens creeks, and the physical examination of the city, all seem to make it to the present time, indicate at certain portions of the Macedonian that there is a difference in the nature of marl or bedrock, which will require further investigation. The level of the river is lower than the level fourteen feet or more, and the study is the crossing of Irondequoit creek which, with our examinations to date, would indicate there is a great deal of water in the river. It is not known to-day the exact depth of

not know how to say the exact depth of a rock at this point.

There is a great deal of uncertainty which I have herein described turns us then to the more careful consideration of the southern route, which is the one which is to be adopted. First, Fairport to Pittsburg and following the line of the present canal from Fairport for about one mile westerly to a point where it crosses the line of the West Shore Railroad until getting within, say two miles of the mouth of the river, then following the north and crossing through South Park and the Genesee river and leading in a direct line to the mouth of the river, the line of the Erie canal at a point near South Creek.

Inviting Discussion.

As a board of engineers we are here to invite a discussion of the subject in general, hoping that the gentlemen present at this time give us the benefit of their experience and knowledge in the subject, by being their arguments on broad issues so that after a careful consideration of the subject we may be able to be able to locate this canal so that it may be the most useful to your city in the future, and your country.

Investigation for the past few years would indicate that there is used only for canal transportation, but railroads are being built and will be the life of the stream road or the more recent electric railway. What has been demonstrated is that the canal is not the thing an country is being realized more each

In our own country, and in our districts abroad, it is generally recognized that it is broadly that the persons living fifty years hence may feel that we created wise and profitable conditions which will be most practicable for the people and in its future growth.

Many members of our board are absent, and many of our men with us until this morning, but was called away on important business. To Cortland who was the president of the meeting, I said that I had the satisfaction of seeing it successfully conducted through your country, and that I was in fact, the president of the International Canal association. In trip abroad he will be able to get the feeling of the people, the people, the people, locks, lock gates and all of the general appliances pertaining to canal construction, and will be able to fortify our board with added information.

Marketing of Park Beauty.

I realize the dread that may be expected by some of you in the crossing of the park with this canal, fearing that it might mar the beauty of the park. I might say that the beauty of the park, the view of the park, the view of the park, or view up stream, from the main entrance of the park, was one of its beauties. I might say that the view of the park from the main entrance of the park, was one of its beauties. I might say that the view of the park from the main entrance of the park, was one of its beauties.

substantially the site of the present dam. The plans contemplated a new

"The period will probably be largely utilized in studying and settling the engineering problems that confront us at Little Falls. There is heavy rock work where the valley is reached that presents a rather puzzling problem for solution. At Watford and Cohoes, there is heavy

The line of inspection was from Roch-
ester east to Newark, with stops at
various points along the route. The first
stop was made at the village of Tonawanda,
east of Pittsford on the Auburn road.
From Carlersville the special proceeded
to Pittsford where the proposed route
to several grades. From the presence
of Erie Canal. From Pittsford the special
was run to Brighton, where the trans-
fer was switched to the main line of the
New York Central. At Brighton, the
passengers were taken to the residence
of Sam Beacock who held a long consulta-
tion with the members of the advisory
board. He stated that he strongly op-
posed the proposed northern route
round Rochester.

He said that this route would ruin
the large residence section of the village.
His arguments were reinforced by those
of several merchants and prominent resi-
dents of Brighton.

THE WEST SIDE SPUR

Also Got a Popular Indorsement
This Morning.

Only Two Promoters of Northern Route
Voiced Their Sentiments—Hear-
ing 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 hall.

Fully fifty persons interested were

and had the satisfaction of seeing it successfully constructed through your country. He absent in Europe attending meetings of the International Canal association. In his trip abroad he will be able to get the benefit of the views of the world's experts on dams, locks, lock gates and all of the general appointments pertaining to canal construction and will return here to fortify our board with added information.

Marking of Park Beauty.

I realize the dread that may be experienced by some of you in the crossing of South park with this canal, fearing that it might mar the beauty of the park. My friends, I assure you that the crossing of the river view up stream, from the main entrance of the park, was one of the best seen from any of the great parks of the world. From different persons I have been lead to suppose that there has been more or less fear of crossing the river and crossing the dam. The site for this new dam would be substantially the site of the present dam. The plans contemplate a moat

dam that could be raised in time of low water and lowered in time of flood. The fixed portion of the dam need not be higher than the present dam, and the movable portion could be raised as indicated above when the water was at its minimum 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 Erie railroads, there would be a guard lock constructed across the river, and the canal would be another guard lock which would be so far from the river's edge that it would in no way detract from 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 shrubbery 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, the result would be pronounced by your citizens generally an improvement instead of a detriment in any sense to the beauty and landscape effect.

The Southern Route.

Our attention has been called to a location further south and it is the intention of this board to make a special study of the suggested line further south so that we may adopt a line if possible, that will exceed the expense of the line I have heretofore discussed and would move the park crossing further south. This can only be determined after more complete study. However, our board is 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 of the city, and the line of the main line of the New York Central railroad reaching from that point to South Greece, and as the work from Fairport to South Greece involves some of the most heavy construction of the whole canal, it is important to get the earliest date we can.

We have received such a hearty welcome at the hands of your mayor and his associates and by the friendly adopted by him have been able to cover so much of the territory involved in this project, 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 may result in reaching conclusions which each and all of us in the future may feel were wisely determined upon.

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 northern route, across Seneca park.

Argument for Northern Route.

County Engineer McClintock gave arguments in favor of the northern route. He declared that the gradual descent from Lockport to the southern crossing of the Genesee would make the water supply scanty. The level south of the city, he continued, would always be at the level of the lower water of the river. 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 contended by explaining his harbor project at Irondequoit bay in connection with the northern route.

Mayor Cutler next asked for an 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 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 carried 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 feeder. He suggested that the present canal from the point of divergence with the barge canal in South Greece to the point of divergence at Pittsford, be maintained, in other words to keep the canal through the center of the city as at present.

President Lamberton's Plan.

President Lamberton of the park board, made a plan against the canal going through the Genesee 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 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 of the city had proved to be.

Attorney Albert H. Harris asked the state officials to look after the interests of the shippers of the city. He also thought that the water power of the Genesee should not be interfered with. He said the plan to take water from Lake Erie was satisfactory but that existing water rights in Genesee 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, endorsed Mr. Harris' statement.

Superior A. Emerson Babcock said that the northern route would ruin Rochester's most beautiful residential section which lies in the town of Brighton. "Brighton," he continued, "stands as a unit against the northern route and favors the southern route."

For the West Siders.

County Attorney Warren, speaking for the west side of the city, said the canal bridges in the heart of the town were a great nuisance and therefore he argued against keeping the canal through the

George C. Buell, representing the wholesale grocers of the city, declared that the retention of the canal in Rochester is essential to the business here. Between 7,000 and 8,000 tons of goods are received here at the canal during the summer season. He thought that a west side spur would meet all the shipping conditions the grocers of the city desire to maintain.

Commander Fry suggested that the lift bridge nuisance might be eliminated 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 bridges.

T. E. Bastian opposed the retention of the canal through the city and thought that a west side spur would meet the requirements 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 western spur constructed. He stated, that he favored the northern route.

Dr. Coe, of Brighton, moved in favor of the southern route, declaring that a northern route would damage property in the town of Brighton.

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 relative values of a northern and southern route. This will not be done until after the matter has been subjected to further study.

It was said that the apparent preponderance of sentiment in favor of the southern route, as evidenced at the hearing this morning, will carry weight with the members of the state board in arriving 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 colleagues.

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 Compelled With.

On leaving Newark for the return trip of inspection yesterday afternoon, State Engineer Bond said he thought that to comply with the wishes of the citizens of that village to have the canal level lowered through the village, seemed practicable, and probably would be complied 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 survey for the barge canal already made, it is proposed to have the line of the new canal 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 told Mr. Bond that his new route would cut through a valuable building section in the village.

All of the members of the state board alighted from the train at Fairport and visited the point where the route of the new canal will cross the main street of the village. It is a shorter course by three-fourths of a mile than the present course of the canal through Fairport.

From Fairport the special continued along the line of the West Shore without stop until Churchville Junction was reached. This gave the engineers a good opportunity to trace the proposed route of the waterway to the south of this city from the car 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 began.

During the return trip, County Engineer McClintock, becalmed 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 Brackenridge 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 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 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 it would be reached there thirty feet below the surface. Of course I have made no hearings and cannot assert this as a positive fact."

Engineers Join Issue.

Canal Engineer Rockwell took issue with Mr. McClintock on this point and a hot discussion followed. Mr. McClintock called attention to the alleged flood menace a southern crossing of the river by the barge canal would be. That Engineer George W. Rafter took up the cudgel against Mr. McClintock, pointing out that there has been for sixty years an exactly similar crossing of the river 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

escape pipe outside of the Pfaunder company plant at Lincolnton Park. "That is the steam of the Erie canal," he said, "and it is only an escape of the same kind of hot air that has been escaping here."

When the city was reached, carriages were in waiting to convey the inspection party to the point in Seneca 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 reformatory. When the place was reached, William C. Farry, as a park commissioner, made a formal request 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 BARGE CANAL

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 Reformatory Building in Hollow—Spurs to Center of City.

State Engineer Bond and the members of the advisory board held a public hearing in relation to the route of the barge canal in the Common Council chamber this morning. There was a large attendance of merchants and interested 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 a statement as to their plans after the hearing, there was an apparent sentiment among the state engineers in favor of the original south route, crossing Genesee Valley park. The survey takes the canal through the park just south of the reformatory building, in the natural hollow at that point, and it is claimed the big waterway will be an attractive 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 advantages 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 Company; and Colonel Thomas W. Symonds, United States engineer in charge of public buildings. Mayor Cutler, City Engineer Fisher, President Lamberton of the park board, President Lambert of the Common Council, and Park Superintendent Laney represented the city. Others present were Inspector J. Nelson Tubbs, of the division of the Erie Canal, Assistant Superintendent of Public Works Houston A. Barnard, County Engineer McClintock, W. B. Lee, J. Warrent Castleman, Superintendent A. Emerson Babcock of Brighton, Henry B. Hoyt, V. P. Whitmore, Robert G. Cartwright, Henry C. Maine, George Redman and H. W. Davis.

H. B. Hathaway and John M. Ives were present to represent the Chamber of Commerce.

At the opening of the meeting Commander Fry, at Mayor 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 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 possible results from Fairport to Macedon, a distance of eight or more miles, if what is known as the northern route is to be considered, or the middle route, which means a compass line from Fairport to Brighton, thence to the north of the city, or going along the present line of the canal

to Goodman street in your city, then continuing to the Erie canal, it is necessary to make a study of the country in possible lowering of the water surface to so 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 Genesee Valley park, 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 friendly 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 may result in reaching conclusions which each and all of us in the future may feel were wisely determined upon."

After the above was read Mayor Cutler said it was well to discuss the proposed 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, criticizing the plan to cross the river in the park and raising the state dam at the Rapids two feet higher. He said the level south of the city would always be at the level of the lower water in the river, and the water supply would be scanty. He further stated that it would cost \$1,000,000 less to go to the north of the city. Mr. McClintock then went on to exhibit a harbor at Irondequoit bay in connection with the canal, and the building of an immense stone viaduct where the canal would cross the river north of the city.

Mayor Cutler next asked for any expression of opinion in favor of the southern route. Engineer J. Nelson Tubbs said he by all means favored the southern route. He said it 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 did not favor a spur of the canal into the city from the east, following the line of the feeder. He suggested that the present canal be maintained just as it is from South Greece to Pittsford, for the purpose of giving Rochester proper connections with the barge canal.

President Lamberton of the park board next addressed the state officials. He said he did not want to be understood to be opposed to the canal going south of the city, but he wanted the integrity of the park preserved. He protested strongly against the canal going through Genesee 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 loads and for many months after the work was completed debris would litter up the park near the excavation. Mr. Lamberton strongly advocated the route south of Genesee Valley park. The speaker protested against Engineer Tubbs' plan to maintain the old canal through the city to give connections with the barge canal.

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 mayor.

"He is very generous," replied Mr. Lamberton.

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 Genesee river had been largely developed and would be developed even more unless something done by man should prevent development. He said he understood the state's plan was to take the water supply for the canal from Lake Erie. 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 west nearly to Main street west was all that was necessary, since most of the local business was located on the west side.

Mr. George Redman said his views were very well expressed by Mr. Harris.

Superior A. Emerson Babcock addressed the committee, opposing the northern route because it would ruin a valuable residence district in the town of Brighton.

In reply to a question from State Engineer Bond Mr. Warren said he favored letting up the fees and abolishing it.

Engineer George 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 argument against it. Mr. Rafter spoke in favor of a west side spur to Allen street or West avenue.

Engineer Tubbs asked what was to be gained by maintaining the old canal to West Main street. The objection to maintaining the Erie canal is the lift bridges," said Mr. Tubbs, "but if you maintain it to West Main street you

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Engineer Tubbs asked what was to be gained by maintaining the old canal to West Main street. The objection to maintaining the Erie canal is the lift bridges," said Mr. Tubbs, "but if you maintain it to West Main street you

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.

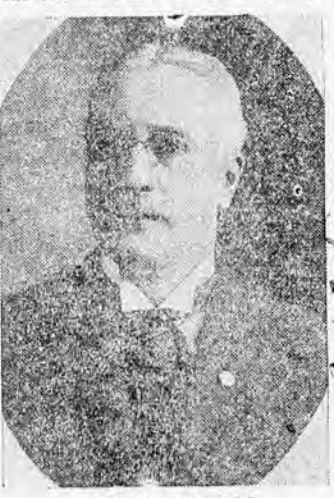
Last month the lecture was given in Washington before the Diplomatic Corps, Judiciary, Army and Navy Representatives and all social and official Washington of prominence, and was pronounced the most brilliant audience of the season.

The Washington Star, among other pleasant things, said "The lecture was profusely illustrated with lantern slides of extreme beauty, and the

COLORADO PAST AND PRESENT.

To Be Described by Mr. and Mrs. Gilbert McClurg Next Monday Night.

Colorado's pre-historic past and romantic 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 MCCLURG.

Assembly hall making it impossible to give a complete lecture. The lecture is illustrated by 200 beautiful lantern projections. Mr. and

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 the advantages which it is hoped to secure in New York city by the use of sea water.

"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 is needed, especially for the protection of 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 air-cooled motors be used to pump salt water upon flames, through the use of portable engines. I would mount a gasoline engine upon a truck, with a large fly wheel to maintain the power 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 as a fifty-horse power steam engine such as is now in use here. I simply throw out these suggestions for discussion."

Mayor Cutler and Commissioner Sullivan, the department of public safety, were not prepared this morning to discuss the matter. Chief Little of the fire department, said he had not had time to consider the proposition. In New York city and at the Baltimore fire, he said, the firemen could not use salt water well in their engines because of the foaming that resulted. Where it is attempted to throw salt water on a fire with the regular fire engines, it is necessary 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 metropolitan fire engine, for suburban work.

SALT WATER FOR FIRES.

T. B. Dunn Offers To Pay Costs of Experiment—Offer Will Be Accepted.

President T. B. Dunn, of the Chamber of Commerce, offers a novel suggestion to increase the efficiency of the fire fighting 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 wagons.

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 proposes, has never been tried, he has offered to Commissioner Gilman to carry out the offer will be accepted. It is probable that in the outlying district it would be cheaper to furnish the apparatus. He suggests that to buy the regulation fire engines that cost \$5,500 each.

Lewis River Bill Signed.

Governor Odell has signed the Lewis river commission bill, the measure creates a permanent commission composed of state 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.

THE UNION

ROCHESTER AND COLORADO

They Have Mutual Business Relations According to Mr. McClurg in His Chamber of Commerce Lecture.

The Chamber of Commerce afforded its members and their families an instructive 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. McClurg crystallized the history, industrial life, scenery and opportunities of the Centennial State in masterly manner. His beautifully colored stereoscopic views and vivid and forceful word pictures brought the Rockies right into Rochester.

When the lecturer enumerated the various claims of his state for recognition, he held the attention even of the most local citizens of the Empire State, and Mr. McClurg claimed for Colorado the title of "Empire."

He said that "in a quarter of a century Colorado had achieved this remarkable rank among the United States: Eighth as to agriculture, sixth as to live stock, fifth as to coal and iron and building 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 health."

He showed that the beneficent influence of irrigation had made two blades spring where but one had grown before. "Water is the Manna touch which turns the desert's sand to gold," said Mr. McClurg, "and we no longer apologize for irrigation as a substitute for rainfall, for with irrigation crop failures are unknown and agriculture becomes almost an exact science with the timely application of 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 oats, of the starch in our potatoes, and of sugar in our beets. The laws of chemistry our farmers are beginning to comprehend, and in the sunny San Luis valley we are cultivating indigenous wild peas to wonderful fatten lambs and to grow superior wool. In Bent and Otero counties alfalfa—three crops a year—makes unexcelled fodder for cattle. In Wild county we are growing the best wheat and potatoes of the west; in Larimer and Las Animas the former wheat is at its peak. It will surprise most easterners to learn that, while Colorado produces \$40,000,000 worth of minerals annually, her production from orchard and field and farm amounts to over \$50,000,000. Mr. McClurg showed astounding views of onion fields, of apple orchards, of Rocky Ford melons and of sugar beets at Longmont 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 greatest gold camp of our land and has produced 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 food in the last forty-five years as the entire world has given us in the preceding 450 years. At the time at which such records have been kept. "Rochester will profit because we have not had time in the Rockies to largely develop the arts and manufactures. We 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, tin-brackets, oils, garden seeds, boots and shoes and other products. "Rochester and Colorado, you see, have common interests for interchange of business. Colorado will be glad to learn that the Rochester Chamber of Commerce gave my lecture so fine a setting. We of Colorado are under obligations to Rochester."

May 10, 1904.

MOVES TO ROCHESTER.

Auburn Ball Bearing Company Now Located 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 the stockholders are Rochesterians. The officers are: President, Mark F. Knowlton; vice-president, Henry La Casse; secretary and treasurer, Frederick Kirk Knowlton.

The company brings to this city of its employees and their families. Numerous kinds of ball bearings suitable for all kinds of engineering purposes sold under the name of "Auburn ball bearings," are made by the corporation.

ROCHESTER CHAMBER OF COMMERCE

President—THOMAS B. DUNN.
First Vice-President—JOHN CRAIG POWERS.
Second Vice-President—GEORGE F. ROTH.
Treasurer—BENJAMIN L. CHASE.
Secretary—JOHN M. WES.

ROCHESTER, N. Y., May 14, 1904.

Dear Sir:

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 as 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 free use of a stenographer, as well as both telephone services in Rochester. In addition to this you will receive all the literature sent out by the Chamber and an invitation to its annual banquet. 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 Rochester which should prove of much advantage through mutual 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 body 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 hung 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 beneficial legislation.

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. Wes.

Secretary.

JOHN M. WES, Secretary

Rochester Chamber of Commerce:

DEAR SIR:—You are hereby authorized 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 annum.

Yours truly,

Address

Business

CITY WILL ASK BIG DAMAGES From 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 suggestion 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 costly, has called forth a statement by President A. B. Lamberton of the park board, who is watching closely every move affecting the city's park system.

"I wish to call attention," said Mr. Lamberton, "to the fact that an extra mile of canal construction would not be nearly as expensive as the carrying of the route through the canal. Wherever the canal goes property must be taken by purchase or by condemnation proceedings. A proposition to construct the canal through country land valued at from \$100 to \$150 per acre is very different from one to carry the route through beautiful park lands improved at great expense and valued at \$1,000 per acre."

"In the case of the park crossing the city would demand besides the value of the land actually taken, the cost of the trees and other improvements removed or damaged, and in addition to this a considerable amount for the damage to the entire park system. Our claim would be presented to the Court of Claims and I believe a consideration by that state tribunal would result in an award of a large sum to the city of Rochester if the canal were to cross our park lands."

A Hospital For Consumptives Will Be The June A Great Credit To This Community.

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 is 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 it 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 delayed variable in its incubation stages if given proper attention. There is it made evident that no better use could be made for the municipal hospital now lying idle than to open it to patients suffering from tuberculosis as the beginning of an experiment that will be watched throughout 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 spread 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 force to bring it about by chance. Following the recommendation of Health Officer Grier last December that the municipal hospital be used for the care of tubercular patients, the Children's Aid 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 aid.

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.

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 the treatment local merchants are receiving in the matter of rates and service. The merchants are strongly protesting against freight charges 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 Syracuse within a reasonable length of time. Prominent shippers have brought the matter to the attention of the Chamber of Commerce.

In a letter to President Dunn, H. P. Brewster, tobacco shipper, asks that the complaints be investigated and that something be done to relieve the situation. Many other local shippers are also interested in the matter.

We receive daily many complaints from our customers along the line, and Mr. Brewster, yesterday, "and they complain of poor freight service. The steam roads give the small shippers at every station scant attention. The small shippers now use the electric railroads whenever they can, but in many cases they are obliged to take the service they can get from the steam roads. The complaint comes from places on the lines of all the steam railroads. We can get goods to or from New York city and other points by steam road, but from Canandaigua by steam road, I do not know the explanation of this. Perhaps the railroads want to get a full freight rate on all goods, and the small shippers are at a disadvantage. This state of affairs hurts the business of Rochester merchants. Some shippers have taken the matter up with the Buffalo and Syracuse instead of to Rochester, because they get so much better service. The Syracuse and Buffalo Chamber of Commerce have taken up the matter with a will and have gained material concessions by the railroads. This, of course, has been the position of Rochester in the past. Our claim would be presented to the Court of Claims and I believe a consideration by that state tribunal would result in an award of a large sum to the city of Rochester if the canal were to cross our park lands."

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 secured 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, structures, and waters, the appropriation of which for the purposes of the work and improvement authorized by this act, shall in his judgment be necessary." He has only to make maps of the lands required, to file them and notify owners; and the

notification is sufficient warrant for possession. Afterwards, if declared jurisdiction is lodged in the Court of Claims, "to determine amount of compensation for lands, structures and waters so appropriated, section 5, it is provided that the canal lands may be sold, and proceeds made part of the appropriation. For the canal improvement, and section 13, it is provided that the sum of \$100,000,000 be appropriated, out of which, and land sales, to meet certain miscellaneous expenditures, among them, the rewards of the Court of Claims, for 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 the lands taken over in the prosecution of the work will cost; and it is safe to say that the \$100,000,000 will be inadequate to meet that expenditure alone.

As The Post Express said last year this whole business has been rushed to a conclusion in blind haste, as was the \$50,000,000 appropriation; and the people will have ample time to repent before the barge canal is completed, if indeed it ever be completed.

The Erie Agrees Will Start Work on River Retaining Wall Without Delay.

Chief Engineer of Erie 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 engineer of the Erie 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 west side of the river between the Court Street dam and the Erie 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 finished 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 officials wanted was the positive assurance from the Erie Railroad that the work would be done some time this summer, and that by no chance would it go over another season. Such assurance was given by Engineer Derr on Saturday. So no other attention will be paid to the time limit in the contract.

There was a strange neglect on the part of the Erie officials in communicating with the city officials for a long time after 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 matters to a definite conclusion. Engineer Derr said on Saturday that the work had been turned over to him and he had been planning to start it as soon as other larger 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 at the convenience of the company, so as to interfere in the least possible way with the operation of the Erie road below Clarissa street bridge. Mr. Fisher said yesterday that the company might take a 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 company to do the work in a leisurely way.

The Erie took the contract to do the work for \$17,225, 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 owners.

The improvement from the Court Street dam up to a point near Clarissa street bridge will consist simply of raising the Erie tracks several feet, the embankment serving as a retaining wall. On both ends of the bridge a concrete wall must be built, and the section in the vicinity of the bridge must be bridged, as a lower grade is required in order to make the roadway under the bridge.

The agitation for this improvement started immediately following the big flood in 1902, and for over two years negotiations have been in progress leading up to the consummation of the work itself. A special legislative act was passed to legalize the proposed assessment against the Erie Railroad, but ultimately the company volunteered to approve the plans and to make no objection to paying a reasonable share of the cost of the work.

All the residents of Exchange and adjacent streets that are overlooked every spring will breathe easier when they see the end of the long agitation for a river wall to shut out the water.

REMARKS BY THE CHIEF ENGINEER OF THE ERIE RAILROAD, MAY 19, 1904.

A special despatch in line of the morning papers says that grave doubts have arisen among the officials of the state as to whether a barge canal will be sufficient to cover its construction. One element of uncertainty is the character of the estimates, another is the cost of the right of way, and a third is the matter of allowance in compensation for water rights which may be confiscated.

A year ago certain questions were put to the assembly by the state engineer, and this extract from his report is given: Q.—Is provision made for paying damages to all riparian rights. A.—There is no provision made for paying riparian damages to power owners except on the Oswego river, where \$38,500 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 seeping 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 I have not 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 magnitude.

Q.—Is it my belief that the probable damages were provided for, but I have not 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 magnitude.

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REMARKS BY THE CHIEF ENGINEER OF THE ERIE RAILROAD, MAY 19, 1904.

A special despatch in line of the morning papers says that grave doubts have arisen among the officials of the state as to whether a barge canal will be sufficient to cover its construction. One element of uncertainty is the character of the estimates, another is the cost of the right of way, and a third is the matter of allowance in compensation for water rights which may be confiscated.

A year ago certain questions were put to the assembly by the state engineer, and this extract from his report is given: Q.—Is provision made for paying damages to all riparian rights. A.—There is no provision made for paying riparian damages to power owners except on the Oswego river, where \$38,500 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 seeping 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 I have not 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 magnitude.

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Historic Scrapbooks Collection

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THE SHOE RETAILER.

June 8, 1904.

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ROCHESTER! THE "FLOWER CITY."

The Place in Which To Live, To Make Shoes and Do Business.

THE annual output of the shoe factories of Rochester exceeds \$10,000,000. The writer has been asked to state why Rochester has been thus favored. The answer is: Business reasons alone. Capital seeks localities where it can secure cheap power and rent, reliable and intelligent help, good shipping and banking facilities, up-to-date schools, low taxes, pure drinking water, good sewerage and a clean city morally and physically. Rochester possesses all these attributes in a remarkable degree, hence the ever-increasing growth of not only the shoe industry, but of all others located in the City of the Genesee.

Rochester is pre-eminently a city of homes. To be exact, is per cent. of its inhabitants own the houses in which they live. This is an excellent showing and makes for peace and prosperity. Its influence is shown on the workingmen and women of Rochester in fewer strikes and more moral lives. In fact, there has been no difference of any moment between employer and employee in the shoe factories here for seventeen long years. Certainly a record which can be referred to with pride, especially as only the highest grade of shoes, compelling the most intelligent workmen, is the sole product of Rochester's shops. Thus, infrequency of strikes is one potent reason why manufacturers establish factories in Rochester.

By John M. Ives,
Secretary Rochester
Chamber of Commerce.

A second reason why Rochester has become a shoe center is that the workmen and women are pleased with their surroundings. They not only are provided with light and airy buildings in which to work, but the city itself appeals to them through its healthfulness (the death rate for the past eight years being less than 14 per thousand), because of its clean, well paved, well lighted bustling streets; its electric and steam service to Lake Ontario with its dozen summer resorts, quietly conducted, with their free band concerts, board walks and beautiful flower gardens; for the public parks, through which flows the Genesee with its excellent boating facilities and its free band concerts five times a week by the best bands in western New York; for the excellent school facilities, common, high and university for their children and young people. No one in Rochester with a will to secure an education need go without it.

Low rentals for detached cottages, (there being few apartment houses in Rochester), is another reason for working people being so satisfied with this city. Almost every house is surrounded by a yard filled with trees and flowers which has changed the name of "Flour City" to "Flower City," the name Rochester was formerly known by—"Flower City," Rochester being situated in the garden of the Genesee valley, all kinds of veg-



A GLIMPSE OF STATE STREET, ROCHESTER.

surrounded by a yard filled with trees and flowers which has changed the name of "Flour City" to "Flower City," the name Rochester was formerly known by—"Flower City," Rochester being situated in the garden of the Genesee valley, all kinds of veg-

ROCHESTER IN THE TITLE Democrat July 8. 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 descriptive title.

A short time ago John M. Ives, secretary of the Chamber of Commerce, called the attention of George H. 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 Per Express, 16/64 Congressman Perkins Expects His Colleague in Rochester.

HE IS A NATIONAL FIGURE

As Chairman 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 Chairman 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 received 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 engagements so as to reach Rochester but he 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 of Commerce, the city officials of Rochester and other prominent citizens of the Flower City.

A visit to Rochester from the chairman of the rivers and harbors committee means much to the city. It will be possible to point out to him at first hand the importance of Rochester as a business 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.

It is probable that when Mr. Burton comes 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 today, 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 proposition to abandon Charlotte would evoke a storm of protest from the Buffalo, Rochester and Pittsburgh, the Rochester and Pittsburgh Coal and Iron company, the New York Central Railroad

company and other large financial interests which have invested heavily at Charlotte. I mention this fact just to show what the Irondequoit bay advocates will have to meet, in addition to the report of the government engineers that it is not feasible to make a harbor 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.

WANTS ROAD ON RIVER BRIDGE Herald, July 21.

Chamber of Commerce
Trying To Get New
Road Over River.

INDORSED PLAN

Mr. McClintock Showed Feasibility of the Scheme Yesterday Afternoon.

DRIVEWAY OVER RAILROAD
BRIDGE AT CHARLOTTE

A meeting of the Public Improvement Committee of the Chamber of Commerce was held yesterday afternoon for the purpose of taking some action to see if

THE SHOE RETAILER.

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IN SENECA PARK, ROCHESTER.

vegetables are grown and supplied at prices which stagger the visitor from other cities. A public market is held three times weekly and enough vegetables can be obtained any market day for twenty-five cents to last a small family until the day after the morrow.

Rochester possesses one educational institution somewhat unique in its potentiality for good, in its Mechanics Institute, housed in a magnificent new building 280,000 feet in area, two stories and a basement. In this building are taught not only English, German and mathematics, but chemistry, free hand and mechanical drawing, manual training in wood, manual training in iron, painting, architecture, physics, electricity, steam engineering, also practical instruction in all the subjects that pertain to the daily routine of home work, including cooking, laundry work, house-keeping, sewing, millinery, dressmaking, physical culture, home nursing, etc. There are both day and night classes, supervised by sixty-two instructors. Tuition for the term of seven months is given at the low rate of \$1.

Three thousand students attend this great school; a remarkable showing and a monumental tribute to the far-sightedness and wisdom of Rochester's leading philanthropists and business men.

And now just a word in closing about Rochester's people, and why it is a good place (two of Rochester think the last) for business or workmen. It is a city of convenient size, with a population of about 175,000. Thanks to the electric trolley system a business man can be landed anywhere within the city limits within 15 minutes. Sunday is well observed in Rochester and the city boasts of some of the finest churches, best music and brightest preachers in the country. Five large theatres cater to the amusement loving. Eleven railroads enter the city, which give frequent excursions to different parts of the country. The Erie canal and Lake Ontario afford shipment by water. The tax rate is as low, and the city as well polished as any in the country. Three thousand lights make Rochester the best lighted city in the United States. Vice and light never dwell together.

The Genesee river, which falls 260 feet within the city limits, is capable of generating 30,000 horse power, and a merger between the gas and electric and street railroad companies, at this writing in progress, is expected to increase the energy 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 fields of Pennsylvania than any other large northern city and has its own railroad to the mines, hence, cheap fuel is always obtainable. Time nor space is not ours to further enumerate the many advantages of the "Flower City." Sufficient to say, however,

that "the half has not been told," but more will be given to any applicant by addressing the Secretary, Chamber of Commerce, Rochester, N. Y.

ALL PULL TOGETHER FOR ROCHESTER.

It is not out of place for The Shoe Retailer to suggest the great goal that would be accomplished for Rochester shoemaking if the manufacturers, and all, pulled together for the city's good. It is an open secret that time and again shoe buyers, after making purchases at one factory, are hustled to the station and almost jammed into a coach for fear that some other Rochester manufacturer will learn they are in town and will try 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 he find better goods of this class than in Rochester? If you sell him goods to retail at \$3.50, \$4 and \$5 why not suggest to him that he can get some rattling good medium priced women's shoes here also, and direct or accompanying him to one of the factories where these goods are made? Tell him that boys' shoes are made in Rochester, and crackerjack socks and soft soles, tied out of the old way. Do your neighbor a good turn and help Rochester! It won't hurt you, for maybe somebody will send some business your way one of these days.

A manufacturer of high class shoes said recently:

"I don't owe anything to the other Rochester manufacturers. When buyers visiting this market inquire for high grade shoe do you think for a moment that they are directed to me? Not on your life. They are steered right out of town."

There is a good opportunity for the extension of sales of all lines of Rochester made footwear 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 for all and all for one" would be a good motto to bear in mind.

BRIDGEPORT, N. Y.

BRIDGEPORT 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 city. With a population of 3,500 inhabitants, Bridgeport is principally a manufacturing town, making shoes, farming implements, piano cases, etc. Showmen visiting Rochester seldom fail to run up to Bridgeport to inspect the big factory of the Monroe-Shaffer Mfg. Co.



IN GENESSEE VALLEY PARK, ROCHESTER.

ster, there is a rough road which line to be improved by the state, which will form a part of such a continuing lake road. It should be extended from the Sea Breeze to Charlotte and at least as far as Monticello Point.

"The one great difficulty in the way of building such a road is the crossing of the Genesee River at Charlotte. The existing little ferry with its big danger and big toll does not and will not answer the purpose. There should be a highway bridge across the Genesee River at Charlotte, not only for the purpose of the great lake road, but for the benefit of the local development which is bound to come around Charlotte harbor."

"It is not a fantastic dream to see the limits of the city of Rochester extended to Irondequoit Bay and the lake. In view of the extension of most of the great cities of the country there does not now seem to be any sound reason against it; while Hon. Charles S. Baker, who was our efficient Congressman for several years, asserted to a committee of this chamber, that it would be as easy to go before the Committee on Rivers and Harbors at Washington, and secure an appropriation of \$1,665,000 for the improvement of Rochester harbor as it is now to secure \$10,000 for Charlotte."

"It is not possible to believe that as long as Charlotte harbor is to be maintained for the benefit of navigation, that the United States government will permit the building of any other bridge north of the existing Rome, Watertown & Ogdensburg Railroad bridge. It could not be done without ruining the harbor, therefore, we will be debarred from asking for, or permitting it."

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 double track swing bridge, 268 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 tracks to 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 \$300,000; 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 \$300,000."

"If the matter is delayed until the new bridge is completed, it is very probable that the cost would be prohibitive. Of course this plan implies friendliness on the part of the railroad officials, and willingness to enter into some arrangement 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 and after the discussion the following resolutions were adopted:

"The Chamber of Commerce realizes the importance to the city of Rochester and the County of Monroe of improved facilities for crossing the Genesee River to the north. It heartily commends the efforts 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 further improvements in the same direction, The R. W. & O. Ry. Co. proposes to rebuild the swing bridge at Charlotte. We favor 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 convenience and is quite within engineering possibilities."

"Resolved, That a committee be appointed 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 appointed: Henry C. Brewster, Charles M. Everest, George J. Oaks, J. Y. McClintock and John M. Ives.

possible to them by reason of its proximity. The shore sweeps in graceful curves around great coves and bold headlands, and its general direction being east and west gives the most splendid effects of morning and evening, of storm and calm. 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 any body of water anywhere. The Genesee River nearly meets the Monroe coast, forming one of the finest harbors on the Great Lakes, and affording a superb soil for seven miles through beautiful parks and under towering bluffs far into the city of Rochester and terminating at the foot of the great falls, which are second only to Niagara. Fragments of the primeval forest with great trees and the delicious green and 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 possibility, 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 shore as possible leaving one tier of deep lots between it and the water."

"For about one-quarter of its length and extending across the town of Wob-

Rochester Chamber of Commerce

The objects for which this corporation is formed are: To foster the trade of commerce of the City of Rochester; to protect such trade and commerce from unjust and unlawful exactions; to reform abuses in trade, and to promote a more enlarged and friendly intercourse between merchants and manufacturers.

Application for membership should be made to the Secretary in writing.

There is no initiation fee, and the dues are twenty dollars per year.

Persons having money to invest in local manufacturing enterprises should communicate with the Secretary.

A book for the free entry of real estate suitable for building sites, can be found at the office of the Secretary.

Members are requested to correspond with the Secretary, or, in special cases, with the President, concerning any matters of public interest which they believe may properly come before the officers or committees of the Chamber.

Telephone 327



ROCHESTER CHAMBER OF COMMERCE BUILDING

NEW BOOKKEEPING SYSTEM

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 yesterday. The special accountants who are to supervise the arrangements for the new system are to come to Rochester within a month.

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 books will also give all the liabilities, so that at any time the city can strike off a trial balance, the same as a business corporation can.

The Mayor said yesterday that the city has real estate and other property, five houses, school buildings and the like, far in excess of its liabilities, so that it is a solvent corporation. Aside from this, every piece of private property is pledged for the city debt, although, as the Mayor explained, the possibility of ever having to sell private property to pay the city's debts is very remote. A conservative estimate of the city's property alone is placed at \$12,000,000, which is over \$3,000,000 more than the debt.

NEED OF A HIGHWAY BRIDGE NEAR THE LAKE

July 22-04

That there should be a highway bridge across the Genesee river at Charlotte is a fact that admits of no dispute. At present the nearest point for a crossing of the river by a team, except on the precarious claim ferry between Ontario Beach and Summerville, is at Driving Park avenue in this city, some four miles or over from the lake.

North of that point is a rich and populous section of Monroe county, with a large village on one side, and hundreds of summer cottages upon the shore and banks of the lake extending from Manitou Beach on the west to Forest Lawn on the east. Practically, though not municipally, this whole region is part of the city of Rochester. Several thousands of our people spend their summers at the lake in cottages or in hotels, and many thousands are continually passing to and from the lake on daily excursions. In his address before the Public Improvement Committee of the Chamber of Commerce Wednesday evening, County Engineer McClintock quoted a statement of the late Congressman Charles S. Baker made several years ago to a committee of the same body to the effect that it would be as easy to go before the Committee on Rivers and Harbors in Washington 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 an appropriation for the harbor of Charlotte. Rochester is known to Congress; Charlotte

is not. To all intents and purposes the harbor at the mouth of the Genesee is the harbor of Rochester, and it should be so designated.

But, of course, Congress would have nothing to do with the cost of the proposed highway bridge near the lake. Mr. McClintock, in his fine and convincing address before the Chamber of Commerce committee, proposed a combination highway and 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 navigation that it is doubtful if Congress would consent to their erection there. The railway company, Mr. McClintock says, is preparing to replace the present structure with one better adapted to its purposes, and while this scheme is under consideration the people of Monroe county should urge the highway bridge project in connection with it. Engineer McClintock assured the committee he was addressing that a bridge can be made so as to carry a broad highway above the railroad tracks, with suitable graded approaches from both sides. It is yet to be shown whether the railroad company would approve of such an enterprise, but in view of the fact that the interests of this entire section and those of the R. W. & O. Company are mutual it is hardly probable that the company would interpose serious objections to the proposed enterprise.

After Mr. McClintock's address Wednesday evening the Chamber of Commerce committee adopted resolutions approving the proposed bridge scheme and appointing a committee to confer with the railroad company on the subject.

The Demand For Highway and Bridge Conveniences in the Lake Shore Vicinity.

It is hoped that the probable opportunity presented to the county of establishing 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 of. 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 railroad bridge and inducing the county officials to make an appropriation for the work.

It seems incredible that the fine opportunity presented for establishing a roadway 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 railroad company, so that it is not apparent that it can have any fair objection to the project.

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 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 double track swing bridge, 208 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 tracks to 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 \$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 say 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 TIMES.

OFFICIAL PAPER OF CITY AND COUNTY.

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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 relative 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 SERVICE CORPORATIONS CAN NO LONGER

PREY UPON THE PUBLIC THROUGH POLITICAL PULL.

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 paving 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 lenient 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 anywhere 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 indebtedness 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 \$252,770, on franchises \$2,047,230, to be exact a total of \$2,300,000, and is at present 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 1902."

The company paid the city last year in taxes about \$10,000, but the Mayor declares that ON A REASONABLE AND PROPER ASSESSMENT 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 \$10,000.

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 railway company, has also exerted itself to get a 20 per cent. reduction of this inadequate tax, practically grouping at a slow technicality of the law to dodge 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 ones as 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 privileges 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.

AUGUST 17, 1904.

CITY WANTS BETTER CARS

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—He Will 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. The city should not be required to take on and discharge passengers at all street intersections.
 There is immediate necessity for a large addition to the rolling stock of the Rochester Railway Company and I shall prevent the use of cars during the winter 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 yesterday 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 Rochester 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. Russell 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 Alderman Kelly, Kennedy, Tanner, Craig, Ernst, Quinlan and Westbury. Alderman Kennedy, chairman of the Railroad Committee, called the meeting to order and asked if the Mayor had anything to say to the committee on 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 Common Council and which has been referred to these joint committees naturally divides 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 of the people.

"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 maintained.

"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 its purpose, and transfer their freight as is done by the New York Central and other freight-carrying roads which enter the city.

"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 as 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 continuance 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-

terfere, if it should become necessary to do so, to prevent the use of cars, during the inclement season, which are dangerous to the public health or to the public safety.

"The Rochester Railway has for some time obtained from the city everything which it has asked for, and it appears to have been overlooked almost entirely that the privileges granted to this corporation by the city of Rochester carry with them obligations and responsibilities which hitherto have been indifferently met. I am fully and cordially in favor of the co-operation of the Common Council to enact such ordinances as may be necessary or desirable to bring the railway company to a proper recognition of its obligations and a willingness to meet them, and I recommend that an assurance in writing, signed by the responsible owner of the control of the corporation, stating exactly what equipment will be provided between now and the first of October, to be made a condition 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 its agreement with the city with regard to the settlement of paying 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 1900.

With reference to the suburban lines, Mr. Danforth said:

"The cars of these suburban lines are operating under contract over city tracks. Each of these lines have the right to run cars to the Four Corners. The cars of the Rochester & Suburban Railway and the Rochester & Sodus Bay Railway have been so operated for a number of years. The Rochester & Eastern Rapid Railway commenced operation late last year, and as they have 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 operated. To relieve the Four Corners from the pressure of these cars, the Rochester & Eastern Railway Company voluntarily moved a passenger station on Exchange street south of the city, and the cars have since then been operated from that point instead of running them across the Four Corners. This has relieved 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 Bay 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 curtail 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 passenger service. In Detroit, Toledo, Cleveland, Grand Rapids, Indianapolis and other cities, including even New York, the operation of such cars is prohibited. Such service has been inaugurated in the initial prejudice of the people because of language 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, and with the convenience of the suburbs, 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	Cars	Headway
Lake and Monroe	18	5 to 3
State and West	18	5 to 3
Park avenue	11	6 to 4
University and Lake	11	6 to 4
St. Paul and South	14	10 to 5
Exchange and Joseph	4	10 to 5
Clinton and Jefferson	11	7 to 5
Male and Plymouth	10	7 to 6
Parsella and Sophia	10	7 to 6
Allen street	10	7 to 6
Hudson and South Clinton	8	10 to 6

Danforth Cross-Examined.

In reply to questions from committee-men, Mr. Danforth said that the company had discontinued the use of electric heaters because of the great number of cases of injury to dresses of passengers which had resulted from overheating of the heaters. He said that the cars during the coming winter would be heated by a hot water system.

"What is the disposition of the company about giving better service?" asked Alderman Kennedy.

"We have got forty-four new cars in the last twelve months," replied Mr. Danforth, "and the seating capacity was increased 25 per cent. in a year and 44 per cent. since 1900."

"How many of the forty-four new cars are summer cars?" asked the Mayor.

"About twenty," said Mr. Danforth.

"And are you going to give us winter cars?" asked the Mayor.

"We will replace the summer cars with winter cars," said Mr. Danforth. "We will have 150 winter cars. The all day service has required but 140 cars in winter."

Then the Mayor made some pertinent statements in reply: "I have not studied the statistics on the number of cars, but I know last winter you did not have enough cars. You are operating some cars now that are not fit to run. I got in a Glen Haven car yesterday and could not get into the car until another man moved 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 winter cars. That will not be enough.

"I realize that I may not be able to insist upon any certain number of cars," continued Mayor Cutler, "but I will say

that so far as I am concerned the railway company will not get anything more from the city until they furnish the equipment which I have asked for. I have no objection to the company's making an expenditure of money, but I do object to its report to the committee."

Couldn't Catch Mayor Napping.

Sending to catch the Mayor napping, Attorney Russell asked if the Mayor would state how many cars the company would have to put on the lines to fully equip them according to his notions.

Mayor Cutler responded quickly as a flash: "If the company desires to know, I will send a committee to examine into the condition of the rolling stock and then I can tell pretty near what number of new cars are needed. The trouble with your corporation is that when the change was made from horse power to electricity your plan became the dumping ground for a lot of trash resulting from experiments in electric propulsion."

Manager Danforth—"The revolutionizing of a system cannot be accomplished in a few days. You practically ask that all our cars not strictly up to date be sent to the scrap heap. That is not good business policy. We cannot afford to throw away property which cost so much money."

Mayor Cutler—"I simply ask that more than twenty winter cars be provided to carry the people comfortably, be provided."

Alderman Kelly—"I think the Mayor is right in demanding better service. The 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 service on other matters will adjust themselves easily."

Mr. Danforth stated that twenty new 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 Railroad, 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 city for the use of its tracks.

Mr. Russell—"Well, you had better wait until such permission is granted. I don't think it will run over its tracks."

Mr. Andrews: "The Central Railroad 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. We shall expect that the Rochester Railway Company will extend to us the same privileges that are accorded to other electric lines."

Alderman Kelly: "If not, the city might consider a proposition to purchase a franchise."

Mayor Cutler: "I think I have expressed my position clearly in this matter. If during the inclement weather of the coming season any attempt is made by the Rochester Railway Company to run cars that are dangerous to the public safety or health I shall use all the police and health powers that the city possesses to stop it. I mean just what I say and I say it in all seriousness."

Engineer Walker of the Rochester & Eastern Railway Company said 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 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 the cars in use by the railroad company and report their findings at the next meeting of the committee.

NOT FAVORABLE TO BRIDGE PLAN

NEW YORK CENTRAL LETTER TO SECRETARY IVES.

HIGHWAY ACROSS RIVER

Chamber of Commerce Committee Decides to Have Further Conference With R. R. Officials to Urge Charlotte Improvement Matter

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 Genesee river at Charlotte.

Secretary John M. Ives made a verbal report of a visit made, in company with J. Y. McClintock, county engineer, to the officials of the New York Central Railroad Company at New York. The Rochester men had an interview with the fifth vice-president 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 & Ogdensburg railway, the officials were requested to consider the proposition of allowing a highway bridge to be placed above the railway tracks. A drawing was presented, showing the highway approaches from diagonal directions.

At the meeting of the committee yesterday, Secretary Ives read a letter in

response to the request, in which it was said that the railroad officials, having in view the future development of the railroad, were not prepared to consider the proposition of overhead bridge structure. It was intimated, however, that the matter need not necessarily be considered as absolutely closed, and that the further conference regarding the matter, either in New York or Rochester, would be agreeable.

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 interested in the matter.

After an informal discussion of the best location for a bridge to connect Seneca Park east and Seneca Park west, which resulted in no formal action, the committee adjourned. Aug. 18-1904.

AUGUST 18, 1904.

NO ROADWAY ON CHARLOTTE BRIDGE

President of the Central Railroad Refuses Request for It.

CHAMBER OF COMMERCE SUGGESTS PUBLIC MEETING

A meeting of the public improvement committee of the Chamber of Commerce was held yesterday afternoon, in the Chamber of Commerce building. About a month ago it was decided by the chamber to take some steps to see what could be done about having a driveway placed over the new Rome, Watertown & Ogdensburg Railroad bridge which is to be built at Charlotte. Since that time Secretary John H. Ives and County Engineer 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 in regard to the matter.

The session of the committee yesterday was for the purpose of receiving the report which these gentlemen had to make. They reported that Mr. Wilgus had said he would bring the matter before President Newnam, which he had done. Mr. Newnam 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 be pleased to have a representative of the road meet the proper authorities and talk the matter over with them.

The matter was discussed by the committee in all of its phases and it was finally voted that the secretary be authorized to write to the Board of Supervisors and ask them to call a public meeting at Charlotte for the purpose of considering the matter and inviting the town officials of Charlotte and the Mayor of Rochester to be present and express their views at the meeting.

It is also proposed to have a representative of the New York Central Railroad present at the meeting to confer with the town and city officials in regard to the matter. The officials of the road have expressed a willingness to send a representative for a conference at any time desired.

MAYBE ACTION AT CHARLOTTE

Chairman of the House Committee to Visit Harbor.

AND INVESTIGATE CONDITIONS

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. Barton, of the congressional committee on rivers and harbors, to visit Rochester this summer. Mr. Barton was asked to speak before the Rochester Credit Men's association last winter, but was unable to do so. He did promise Mr. Perkins that he would pay a visit to Rochester this summer. Mr. Perkins wrote the congressman in June, reminding him of his promise. He wrote again last week upon a warning that Mr. Barton and the committee were in Buffalo looking over the harbor there. No reply has been received, but Secretary Ives has seconded Mr. Perkins' invitation.

It is thought that if the Chamber of Commerce can impress upon the congressman the necessity of a speedy appropriation of the money will be forthcoming.

Mr. Barton is practically the committee and his word will secure the money. At present the appropriations are \$40,000 which is too small to allow of any material improvement except a gradual repairing and modernizing of the breakwaters. The Chamber of Commerce wants a widening and deepening 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 representatives of Rochester interests say that since Charlotte is practically the port of Rochester and boilers, the Chamber of Commerce is 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 proposed a scheme for harnessing the channel in order to induce a swifter current and a greater scouring of the bed of the river which would reduce the expenditure of dredging every season. This idea was fought to a finish by owners of lake steamboats and the ship captains who pointed out that the entrance was small enough and dangerous enough at present and that it would be a matter of great danger if the channel was reduced at all. In fact the owners of the big passenger boats on the lake intimidated that such a reduction in the width of the channel would be followed by their refusal to land passengers and freight in Charlotte.

Congressman Perkins said this morning that Mr. Barton would be probably be alone and I will turn him over to the Chamber of Commerce committee to be convinced that greater improvements are in prospect. If they are successful in this there is no doubt that an appropriation will be made for Mr. Barton is recognized as the controlling power of the rivers and harbors committee.

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 accept the invitation.

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 piers 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 more especially the Chamber of Commerce, should add their solicitations to those of the Congressman in his effort to get the committee here this summer. — The Times, Aug. 20, 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 tabled was a proposal to pay \$50 for the recovery 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 expedite the business of road building the committee held a long session after the board adjourned.

When the board's attention had been called to the city morgue ordinance, submitted to the board by the city clerk the solons listened to a communication received from the Chamber of Commerce, relative to a highway crossing at Charlotte, the New York Central officials having refused a proposition to provide for a highway on their new

bridge, about to be built at Charlotte. The Central officials have expressed an inclination to go farther into the matter in conjunction with members from the board, city and village of Charlotte. 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.

This routine bills from the various committees were received and tabled. As usual the appropriation of \$30 a month for the services of Mrs. Bailey, as nation, was not allowed. The rest of the salary budget was passed without opposition. The good roads resolution, asking for \$4,000 for repairs, was tabled. It will be acted upon to-morrow.

The commissioner of public buildings reported that the present morgue, attached 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 \$2,000.

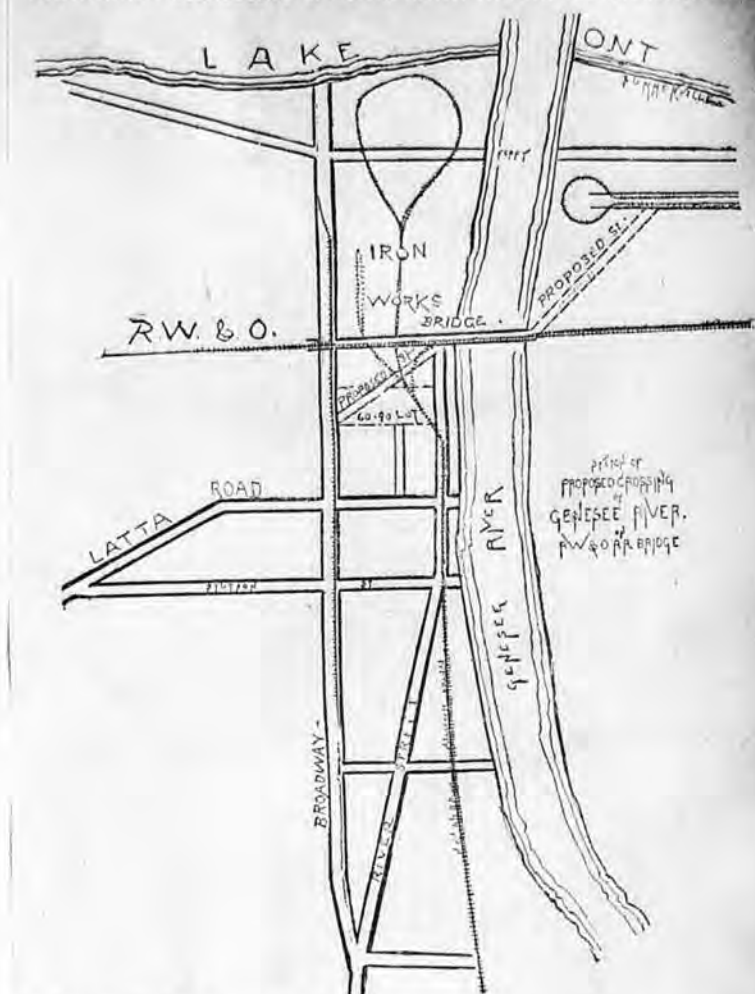
The commissioners also asked for permission to lay temporary steam pipes to the new hospital from the almshouse boilers. The board was informed that heat in the hospital is imperative, as patients are to be moved there before cold weather sets in and before the permanent heating apparatus can be installed. The resolution was tabled.

The resolutions, calling for appropriations aggregating \$70,000 for the construction of improved roads in the townships, were referred to the good roads committee. The revised estimates, increasing the cost of several sections of state roads in the town, as described in yesterday's Post-Express, were read and referred to the good roads committee.

Supervisors Board and Wolff handed in a joint resolution, providing for a reward of \$50 to be offered for the recovery of the body of Jacob Friedman, late of 27 Henry street, who was drowned a week ago in Irondequoit bay. Supervisor Wolff explained that Coroner Kilp had made every effort to recover the body and had employed a professional diver to no avail. Mr. Wolff declared that in the interest of public health and in sympathy with the bereaved parents every effort should be made by the county to recover the body. The resolution was tabled.

With the tabling of the other routine reports the board adjourned until to-morrow morning.

PROPOSED CROSSING OF GENESSEE RIVER AT CHARLOTTE.



FOR FLOOD RELIEF

Committee Named by Mayor Considers Several Suggestions

MR. RAFTER TO DRAFT REPORT

Named Sept. 7, 1904

Local Committee Waited Some Time

for Appointment by Governor of a State Commission With Power to Construct Water Storage Dam But Governor Has Not Yet Acted.

There was a meeting at the City Engineer's office yesterday afternoon of the members 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 City Engineer Fisher, County Engineer J. Y. McClintock, Assistant State Superintendent Harrison Barnard, Engineer George W. Rafter and Thomas W. 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 appointed by the Governor at the city's request. 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 organized and an organization perfected, it will not be possible to do much, if 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 commission would, by the terms of the state law, have power to establish a water storage dam up the Genesee valley, such a dam it has long been the opinion of experts is the most effective relief for the annual river floods. For this reason the local committee desired to work with the state commission on this branch of the subject.

Another important flood relief measure has already been started by the city and will soon be completed. This is the construction of a stone retaining wall on the west bank of the river from the Court Street dam to the Clarissa Street bridge. The members of the local committee discussed these two subjects in a general way and also took up other suggestions that have been made heretofore in the press or been favored by engineering experts.

The making of a water tight river wall from Court Street and the raising of the west bank of the river above the Vacuum Oil Works are two other features for the protection of the river front, similar in character to the retaining wall now in process of construction by the Erie-Railway Company. The suggestion of blasting a tunnel under the dam to carry off a portion of the water in the time of high water is another means of relief.

It was finally decided by the committee that George W. Rafter should draft a report, outlining these various plans for relief with the necessary calculations and submit such report to the committee at a later date. When the committee approves the report, it will be presented to the Chamber of Commerce for consideration and discussion.

It should be said to booming the river

ODELL'S BARGE CANAL SCHEME.

Saratoga correspondence New York City.
Governor-Chairman Odell has directed the committee on platform of this convention to take something like a formal announcement concerning the adoption last November of the referendum which calls for the expenditure of \$101,000,000 for the barge canal improvement.

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 gingerly as possible. The Governor-Chairman appreciates to the fullest extent the disapproval of the 41 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, which was begun in 1829 and finished in 1856, and whose original cost was estimated at \$4,000,000, but which cost \$24,000,000; and during all those years the building of the state Capitol was but one long series 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 state declare that they would like \$200,000,000 would complete the nine-foot improvement on the canal, and yet three years afterward they learned that the money had been exhausted without any substantial progress being made in even that small improvement. It was that \$200,000,000 which led the Republican party of the state to set aside Frank S. Black as a candidate for renomination by Governor Odell, and to elect Theodore Roosevelt, even though the nomination of Theodore Roosevelt, even though the Republican party had a narrow escape, for Mr. Roosevelt was elected by only 15,000 plurality, and many Republicans and Democrats have insisted since 1898 that Roosevelt would have been defeated except for the machinations of Richard Croker in putting a ruthless hand upon a judicial nomination in New York City.

The people of the state, it is learned by Republicans here, look with almost dread upon Governor Odell's canal scheme. They see in it all sorts of jobs and deem it a matter of positive fact that, if something is not done, the Republican party in the state will be wrecked for years to come. It was not until the Albany last winter, and the facts were verified to-day that Governor Odell and his satellites have formulated a syndicate plan for the organization of corporations in different parts of the state which are to bid for the canal improvement under the \$101,000,000 improvement scheme; 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, are invited to participate in subscriptions to the stock of these corporations and to assist in their organization.

These corporations will submit their bids for canal work to the State Superintendent of Public Works. He has the sole power to award contracts. The expert advisory commission has no authority over him in this matter, and neither has the canal board. The Superintendent of Public Works is Charles Spencer Boyd, Governor-Chairman Odell's personal crony, and it will readily be seen why Governor-Chairman Odell will not nominate any candidate for Governor unless he agrees to retain Mr. Boyd.

Republican leaders of integrity here said that they were fearful of the future. They foresee a long vista of corruption and crime, which they said, "will put the Republican party out of business for 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 sentiment of their districts concerning this canal project. They said that the feeling was intense and that the Republicans in their halliwicks were thoroughly incensed. These Republican leaders went on to say that their constituents complained bitterly that Governor-Chairman Odell was without the slightest doubt more intensely interested in the up-building of a canal machine, with all its opportunities for public and private graft, and the maintenance of his own power as state leader than he was for the welfare of the Republican party in the state and nation.

When Governor Odell appointed his personal crony, Boyd, to be Superintendent 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 has not been necessary for the Superintendent of Public Works to be a civil engineer, it is contended that now it is necessary for the Superintendent of Public Works to be a civil engineer, and the maintenance of his own power as state leader than he was for the welfare of the Republican party in the state and nation.

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 found it necessary to forsake the profession to become a stock broker's clerk.

Governor-Chairman Odell also holds in the hollow of his hand Henry A. Van Alstyne of Chatham, Columbia County, whom he appointed State Engineer and Surveyor and who passed upon the quantity of work done by canal contractors upon which payments are made. One of the great avenues for graft in canal construction 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 capacity previous to the time that he began in 1899 and finished in 1906, and whose original cost was estimated at \$4,000,000, but which cost \$24,000,000; and during all those years the building of the state Capitol was but one long series of political and private graft, of which the ceiling scandal was by no means an insignificant incident.

Shortly afterward Mr. Van Alstyne had the chance enough to secure a reappointment in the State Engineer's Department at Albany as resident engineer, and his promotions followed rapidly. First he was appointed division engineer of the Erie Canal, and more recently Governor-Chairman Odell appointed Mr. Van Alstyne as State Engineer, to succeed Edward W. Tamm. When Governor Odell it is said, thought might be 1500 times to do all of the Governor's bidding under the barge canal improvement scheme.

The principal man in the Farmville Iron Company in fact the whole thing is Edward H. Harriman, frequently spoken of as Odell's financial backer. When the \$300,000 canal improvement bill was introduced in 1898 the Farmville Iron Company put in a claim against the state for over \$100,000. This claim was considered by the Canal Board which went out of office on December 31, 1902. In the meantime the Farmville Iron Company had increased the payments to the Farmville Iron Company from the state treasury by \$34,000. It was based upon the price allowed for the material in the canal improvement, but the cost of the material was \$34,000. But during Governor Odell's second term, which began on January 1, 1903, this claim was renewed before the Canal Board. It was then elected by Governor Odell and which comprises elective state officers and this board granted the demand of the Farmville Iron Company.

Mr. Van Alstyne, who is an engineer in the State Engineer's department, approved before the Canal Board and it was on his plea that the Farmville Iron Company got the \$34,000.

Governor-Chairman Odell, it was asserted here to-day, is just as much interested in nominating Van Alstyne for State Engineer as he is to retain Boyd as Superintendent of Public Works. In fact, Governor-Chairman Odell, according to competent Republican testimony here, is thinking more of upbuilding his canal machine than he is of the result in the state November 8. Governor-Chairman Odell controls not only Boyd and Van Alstyne, but he controls 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.

right man and who was displaced as State Tax Commissioner for William H. Miller, who boasts daily in New York City that he has displaced all the other men in the State. This is significant in the revelation of the prevailing opinion in the actual benefits which are to accrue from the enlargement of a canal which is already large enough for six times the traffic which it carries.

On November 22 last the barge canal board 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 drawing the money for 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 meeting of the Chamber of Commerce and action taken in opposition to it.

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THE BARGE CANAL.

Discussions of the barge canal points have revealed a curious attitude on the part of the public toward the great waterway 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 Eagle:

At that meeting the only thing which seemed to interest the audience was the fact that if the canal were located in one place it would crowd the accommodations afforded by the railway, and they were unanimous in putting further 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 Mohawk 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 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 harm to the general interests of the community. The extreme southern crossing of the Genesee river, being conveniently out of the way, has been pronounced desirable; but can a pool or basin be constructed in which the conflicting currents will not tear away the river banks and cause disastrous floods? The extreme northern crossing is extended because that also would be an out-of-the-way place, and, further, because it would include the building of an immense viaduct which would be one of the architectural wonders of the world. But that would be enormous expense. Both of these projects have their friends and opponents; but there is general agreement on the desirability of moving the big ditch from the heart of Rochester to some outlying corner, and to provide for the limited amount of local shipping by a spur connecting the main stream with some convenient point in the city.

But little attention is paid to the claim that the enlarged canal is to be a great upbuilding industry and commerce all along its route. If there were general faith in this promise there would be a demand that every thing else give way to it. It is not a canal to be built in a day, but a canal to be built in a year. It is not a canal to be built in a year, but a canal to be built in a year. It is not a canal to be built in a year, but a canal to be built in a year.

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GOOD ROADS THEIR GOAL

Advocates of Improvement
of Highways Meet.

INTEREST EVIDENT

Addresses Given by
Prominent Men.

PRACTICAL DISCUSSIONS

Work of Past Reviewed and Valuable Suggestions Given at First Two Sessions—Delegates Entertained by Chamber of Commerce.

The interest in the first convention of the Monroe County Good Roads Association, the sessions of which were held in the rooms of the Board of Supervisors and 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 commissioners, supervisors, county engineers, state officials, men interested in the building of a national system of good roads, and others. The papers and addresses were of a practical nature, and there was a ready discussion of the problems arising in the improvement of highways.

Steps were taken yesterday toward making the association a permanent one, in the announcement by the chairman of the convention, Senator W. W. Webb, of a Committee on Permanent Organization, the members of which are: Arthur Warren and J. Y. McClintock, Rochester; Alphonso Collins, Gates; F. A. Defendorf, Greece; Marshall T. Duff, Tonawanda; Walter Cox, Wheatland; and John Weicher, Penfield. There was also announced a Committee on Resolutions, the members of which are: George L. Mard, Rochester; Chris Rath, Hamlet; Stephen A. Warren, Irondequoit; L. W. Rowley, Parma; Du-fay Wright, Webster; Senator Armstrong and Supervisor Palmer, secretary of the convention, were made members of both committees, ex-officio. The committees will report this morning.

The convention was called to order by Supervisor Palmer, and W. W. Webb, corporation 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 Armstrong, John A. C. Wright and J. Y. McClintock, of this city, in advocating improved roads.

Senator Armstrong Chairman. Senator Armstrong was nominated for chairman of the convention by George L. Mard, supervisor from the Sixth ward, and was chosen unanimously.

"The 10th 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 P. Frazer, then supervisor of the town of Greece, offered, in our Board of Supervisors, a resolution for the improvement of the Little Ridge road through the town of Greece, the first road in this county which was improved under the Higbie-Armstrong law, then just enacted. He was a good man and a capable and energetic supervisor. His name and his memory deserve the esteem and honor of all friends 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 accomplished 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 being constructed now twenty-four miles more, the tax rate, by which we measure their cost of construction to us individually, has given no sign of an increased burden. In the state it has fallen since 1898 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 to occasion either difficulty or just criticism, and this although during those six years there have been expended in this county approximately half a million dollars in improved roads."

Senator Armstrong spoke of what had been accomplished in the past six years in the improvement of the highways of the state under the Higbie-Armstrong and Fuller-Planch laws, and in concluding his remarks, Senator Armstrong congratulated the convention on the possibilities for service in obtaining good roads that were before it, wished it success and expressed gratification that he had been chosen to preside over the sessions.

National Vice-President Heard. Supervisor Isaac Palmer was nominated for secretary of the convention by Chris Rath, highway commissioner from the First ward, and was elected. Frank Z. Wilcox, of Syracuse, vice-president of the National Good Roads Association, was then introduced. Mr. Wilcox's subject was

State Bonding Proposition.

After speaking of the working of this act and the Higbie-Armstrong law, the speaker said:

"There is now pending 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 Constitution, 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, within 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 authorizing state aid and supervision of the highways within their limits, and many other states will undoubtedly do so in the 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 speaking particularly of methods, Mr. Wilcox said:

"Grades of more than 7 or 8 per cent. should always be eliminated, while bridges, sluices and drainage ditches should be carefully constructed sufficient in capacity to meet all conditions, both of the elements 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 crowned one inch or one and one-half inches per foot, except on grades, where the crown should be greater. The level surface, the heavier the grade, the greater the crown."

The Building of Dykes.

"On grades, dykes should never be built to turn the water, and whenever it becomes 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. The for culverts or sluices unless buried very deep are not suitable, while the building of culverts for the smaller sizes 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 culvert as the so-called Beach triple expansion culvert."

"Highway commissioners and supervisors ought to inform themselves thoroughly 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 'getting into the ditch' should be reduced to a minimum. Besides, such side ditches will make it possible to mow the grass and weeds on the roadside as the law demands, which is a very important matter in the care and maintenance of common highways."

Maintenance All-Important.

"Such roads after the proper machinery has been obtained by the town can be built for at least \$2,000 per mile, provided the work is prosecuted on a continuous, systematic plan. Care and maintenance 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 Europe I was not able to discover that they are capable of building better roads than we can build if we determine to do it, yet they seem to have a better way of doing it, and mainly because of their common highways. I would emphasize the care and maintenance of roads by the town when once they have been built, and at the close of his address distributed a booklet compiled by him, in which these amendments are concisely stated. After speaking of the amendments made to the Higbie-Armstrong law, Mr. Warren said:

"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 advised those interested in the cause of good roads to urge that a little be done each year, and then gave some of the better roads. Mr. McClintock spoke briefly of the work that had been done in the state, and that which it was proposed to do, after which he said in part:

"There are advantages in building your

roads as town roads as far as possible. 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 roads 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 concluded his address with suggestions as to the making of bridges and requiring the improved roads.

Cost of Road Repairs.

Frank D. Lyon, special examiner of highways for the state of New York, was the first speaker at the afternoon session. Mr. Lyon gave a review of Bulletin No. 7, on the improvement of roads, and a summary of public highways, issued last July by the Department of the State Engineer and Surveyor. The bulletin is of 124 pages and has appended a chart showing the amount 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 Mr. Lyon, 1,229 miles of road of which 704 miles were being worked under the old labor system and 525 miles under the money system.

Mr. Lyon spoke of the state's right to withhold aid from towns until it was satisfied that the highway commissioners were doing the work properly. In co-operating in the building of good roads, he said, the supervisors of the counties and the highway commissioners of the towns were acting as if officers under the direction of the State Engineer's department; therefore, he said, there was a need for harmonious relations.

Ontario County Roads.

Ira P. Cribb, supervisor of the town of Cananigua, Ontario county, spoke on the roads of his county. The building of good roads in his own town, he said, had begun ten years ago, and the town had improved its roads at a small expenditure, 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 of which town is building of fifty miles more, and petitions for the improvement of other roads would be 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. Cribb spoke of the early work in the county in good roads building. While many criticized the work of the county, he said, others, including the highway commissioners, had given figures to show at what small cost some of the roads had been improved by the town of Cananigua. This was due, he said, to the will with which the farmers entered into the 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 the sides. 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—boundaries have been heaved out of place and left on the roadside, depressions made have not been filled up, and in many places it is impossible to run a motor along the sides because of these conditions."

One Effect of Good Roads.

"In our town, where roads have been improved by the town, not only have the roads been improved, but the roadsides are clean and level and the farmers who have been cleaned up. The price of the farmers along the roads has been raised."

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 seen told by a division engineer, in fact, that usually all the roadsides along state roads were left in the condition of those in Cananigua county.

Mr. Cribb told of the cost to the town of Cananigua of some of the roads the town had built. One road, eight feet wide and eight inches deep, had been built at a cost of \$500.40 a mile; another, ten feet wide and eight inches deep, had been improved at a cost of \$1,053 a mile.

"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 \$5,000. We have been able to build the town roads at such a low cost because of getting labor and materials for nothing."

Roads at Reduced Cost.

Arthur Warren, county attorney of Monroe county, spoke of the recent amendment to the highway law, and at the close of his address distributed a booklet compiled by him, in which these amendments are concisely stated. After speaking of the amendments made to the Higbie-Armstrong law, Mr. Warren said:

"I cannot pass this subject without calling the attention of the towns to the fact that no practical application has ever been made in this country, so far as I am aware, of the privilege of constructing and improving highways under the provisions of the Higbie-Armstrong law at a medium cost of \$1,500 and upwards."

"It has been the practice of the towns to construct highways costing from \$1,500 to \$2,000 with town money; and, while this practice is admirable and should be encouraged to the extent of the reasonable resources of the town, it would seem that the neglect of supervisors to offer road-

improvements for the improvement of highways within the town at a reasonable cost should not be continued, but that in the near future resolutions should be introduced for improvements at a more limited cost, to note such a general interest as is being taken in the movement."

"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 \$1,000 to \$5,000 a mile. The cost to the town would be but 15 per cent., or \$300. If it is decided to improve a road costing \$5,000 per mile, the cost to the town would be but \$750."

Expensive Maintenance.

The last address of the afternoon was by Stephen A. Warren, highway commissioner for the town of Irondequoit. His subject was "Repairs to State Roads in Irondequoit," and he spoke of the Hudson avenue road and the Webster road, section No. 1, both of which had been improved under the Higbie-Armstrong law.

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 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 spent for repairs, equivalent to \$10,261 per mile, or \$2,500 per year. This affords a strong argument against the justice of making the individual towns stand the full cost of making roads which may be considered permanent, not to call it something stronger. Of course, now with stone about eleven inches thick we hope it will endure many years."

Work in Erie County.

Before adjournment, Senator Armstrong called upon George C. Deidt, county engineer for Erie county, who was in the room, to speak. In Erie county, Mr. Deidt said, fifty-three miles of good roads had been built under the Higbie-Armstrong law. He spoke of roads leading into Buffalo that had been built with a thickness of six inches of stone, but which had needed much repairing. He was of the opinion 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 regarding the Hudson avenue 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 the value of the road to be lessened. The 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 engineer's department was making the best use of the funds it had, he said, but it was inevitable that some mistakes should be made.

After adjournment the highway commissioners, at the suggestion of County Engineer McClintock, had a group photograph taken before the Court House. At a session of the convention this morning, beginning at 10:30 o'clock, A. P. Dean, sidepath superintendent of Monroe county, will give an address on "The Utility of Sidepaths in Connection With Improved Highways." The questions in the question box will be discussed, reports of committees made and miscellaneous business transacted.

At 1:15 o'clock in the afternoon a tour of inspection of the improved roads of the county, through the country 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. The meeting was devoted principally to entertaining and listening to delegates to the good roads convention. Many of the members of the chamber were present.

In a brief speech President Dunn welcomed the delegates and heartily commended the work of road improvement, which, he said, was intimately connected with the prosperity of the entire state. He then introduced Hon. Frank C. Wilcox, of Syracuse, vice-president of the National Good Roads 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 the good roads movement as the first speaker of the Good Roads Association of England.

"I was entertained for a day at the estate of Lord Darnley, where there were fifty-two miles of macadam roads on the estate of fifty acres," said Mr. Wilcox. "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 country system. These roads were not laid out in this country, but grew out of paths."

Mr. Wilcox closed his address by predicting that England would soon come to be a free trade country.

Of Value to All Classes.

The next speaker introduced by President Dunn was William C. Barry, who spoke on behalf of the Chamber of Commerce. Mr. Barry said:

"The good roads movement is one of the most important movements now in the face of the American public. All are vitally interested in it, whether it be merchant or farmer, professional man, banker, manufacturer, artisan; whatever tends to increase the agricultural prosperity of the country affects everyone. As a representative of this chamber, I know that I voice the sentiments in extending to the members of the association hearty congratulations and sincere commendation upon what has been accomplished thus far. The good roads built recently in this vicinity and extending 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

that can be said or written. "Without question, action on this important matter has been postponed too long, and it is very gratifying to all friends of the project to see such an awakening, to note such a general interest as is being taken in the movement."

"This convention is an evidence that the work started so auspiciously will not be allowed to lag. Every obstacle to the accomplishment of the project will be removed. The support of the people can be relied upon. I offer 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 expense equitably, and care should be taken to reflect the agriculturalist as much as possible while he is directly interested, those who are indirectly concerned are the best able to bear the expense. The cost of maintenance of these roads should, it seems to me, be defrayed by a general tax. 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 the time."

Harm in Neglecting Repairs.

"We emphasize the question of maintenance because we see every day in our cities what great damage results to fine pavements from neglecting repairs, or in making new pavements. A street which 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 permanently 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 advantage to build a road and plan to plant a line of trees on either side. The road, no matter how good, would be incomplete without them. Those who during 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 beneficial to the road-bed, keeping it from baking or drying out too rapidly, and preventing dust. We all remember what comfort we derived from a shady road, and how we expressed our gratitude to the planter, though he had most likely passed from this sphere years ago."

"I will predict that in the near future thoughtfulness of this order will be appreciated more than ever, now that city people are journeying through the country so extensively. And how much trees enhance the value of farms! By the shade and surroundings of a house are so much improved, and the home looks like a comfortable one."

"May the good roads movement continue to prosper and thus advance the cause of road improvement throughout the country."

Money Saved to Farmers.

Frank D. Lyon, state inspector of improved highways, was the next speaker. He devoted much of his address to showing that good roads affect a great saving to farmers and truck growers in the matter of transportation. He said that the cost of road transportation of the state amounts to an enormous sum, and this cost, he said, could be reduced to a great extent by good roads. In Monroe county alone, he said, a saving of \$250,000 annually could be made in drawing produce to market, if the roads were improved and closed by complementing the county of Monroe on its progress in good road making.

The last speaker was Hon. W. W. Armstrong. Senator Armstrong reviewed the question box and discussed the Chamber of Commerce and the state in general. After extending the thanks of the chamber to the speakers, and inviting all to remain for the luncheon, President Dunn declared the meeting adjourned.

These paths are not only used by wheelmen, but are used throughout the county as sidewalks. During the seasons of 1903 and 1904 the sale of tags has decreased over half as compared with former years. Consequently the paths could not be maintained in as good condition as in former years.

"In March, 1904, a law was enacted doing away with the Board of Sidepath Commissioners, and placing the sidepaths heretofore constructed and hereafter to be constructed in Monroe county under the control of the county engineer."

Money for Paths Insufficient. "Owing to the large decrease in the sale of license badges, which means a large decrease in the funds, would it not be wise for the highway commissioner to render some assistance in the maintenance of paths?"

"In 1903 there was a law enacted which permits the Board of Supervisors of any county in the state of New York to appropriate money for the maintenance of sidepaths. In Onondaga county this season the Board of Supervisors voted the Onondaga County Sidepath Commission \$1,000 to assist in the maintenance of the paths of that county. A great many of these paths were used more by pedestrians than by wheelmen, and the demand for their maintenance was such that the Board of Supervisors felt justified in voting \$1,000 for the maintenance of the said paths."

"There are many miles of sidepaths by wheelmen, and the paths have not been found satisfactory during the past two years, it is due to the impossibility of keeping the many miles of sidepaths repaired with the money from the sale of license badges. The wheel is not used for pleasure as it was a few years ago, though still used as 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 sidepath was built it was decided to state road was built it was decided to use that the state road and answer the purpose for wheeling. The abutting property owners along this road objected 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 highway labor of the district to be expended 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."

"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 maintenance of them and in the construction of new paths in localities where there are demands for them."

"The sidepath was the forerunner of good roads, as the bicycle was the forerunner of sidepaths; and their building in this country 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 for their preservation warrants the appropriation of sufficient money to keep them in repair."

After the address of Mr. Dean, the question box was opened and questions answered and discussed. The Committee on Permanent Organization then reported, and its report was adopted. The names of the officers and members of committees of the association follow:

Officers and Committees Elected.

President, William C. Barry; vice-president, Arthur Warren, Supervisor J. H. Hopkins; secretary, Supervisor Isaac Palmer; treasurer, Marshall Todd, Hamlet.

Executive Committee—Supervisor G. L. Meade, Charles E. Shafer, Supervisor G. P. Harris, Supervisor E. H. White, Supervisor T. Dunn.

Legislative Committee—County Attorney Arthur Warren, Supervisor J. H. Hopkins, Supervisor F. Defendorf, Supervisor H. Kennedy.

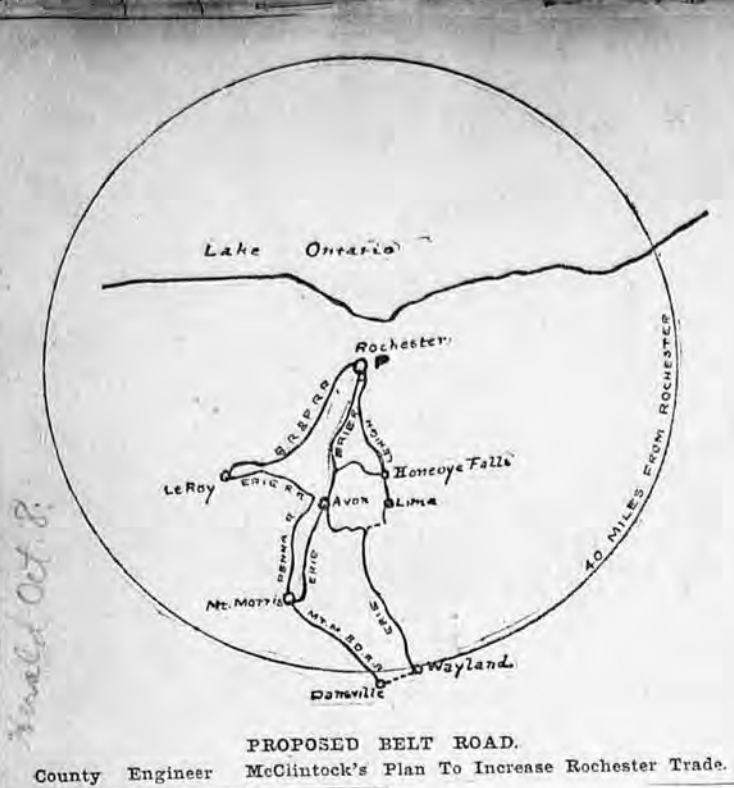
Committee on Maintenance—County Engineer J. Y. McClintock, Supervisor F. C. Defendorf, of Penfield.

General Committee—James G. Cutler, T. B. Dunn, A. B. Lamberton, D. B. Murphy, Levi Hay, P. B. Mitchell, H. B. Hartman, C. T. Chapin, W. E. Balkan, P. Yates, H. C. Brewster, P. V. Crittenden, H. A. Smith, R. A. Sibley, Dr. F. A. Jones, all of Rochester; A. E. Babcock, C. E. Warrant and G. J. Brown, Brighton; C. A. Nichols, J. Brown, G. W. Tunnison, of Chili; A. J. Gallup, G. Morgan, and Dean Chippen, of Clarkson; E. C. Campbell, T. J. Ledy and J. F. Martin, of Gates; John Phelan, W. S. Helton and Herman Glass, of Greece; J. H. Redman, G. W. Elliott and J. Knefel, of Hamlin; C. G. Starkweather, W. Newton and P. P. Martin, of Henrietta; M. Whipple, M. W. Jackson and I. Boyce, of Irondequoit; C. M. Cole, E. U. Smith and Martin Davis, of Mendon; Thaddeus Dunn, O. T. Hubbell and C. M. Wolfson, of Ogdon; B. Wilder, W. J. Smith and W. S. Wood, of Parma; J. Kennedy, J. Gaston and A. J. Brown, of Sidepath; G. W. Butler, W. Ash and D. C. Becker, of Perinton; J. Hopkins, A. Fintenne 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. Surphin, G. Benson and H. L. White, of Sweden; A. E. Wright, G. Welsor and H. Boyman, of Webster; G. D. Nichols, J. W. Balfour and E. D. Brown, of Wheatland.

Some Needs in Improved Roads.

In the report of the Committee on Resolutions, the thanks of the convention were

expressed to the county engineer for his efforts in the improvement of the roads of the county. The committee also expressed its appreciation of the work of the county engineer in the improvement of the roads of the county. The committee also expressed its appreciation of the work of the county engineer in the improvement of the roads of the county.



PROPOSED BELT ROAD.

County Engineer McClintock's Plan To Increase Rochester Trade.

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. BARKHITE, 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.

THOMAS B. DUNN,

J. M. IVES, Secretary.

Rochester, N. Y., Oct. 8, 1904

Historic Scrapbooks Collection

Rochester's Poor Valley Railroad Facilities

There is a good deal of practical work to be done in the valley country, especially in 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 belief that they did not care so much for passenger business as for freight and that there was no advantage in reducing village business with the effect of reducing freight 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 should be intersecting branches in the valley country in the nature of a 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 far-reaching transportation facilities.

Mr. McClintock declares that the railroads in the Genesee 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 day's journey to and from the principal towns up the valley, although they are comparatively nearby.

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 appoint a committee to take up the matter with the railroad officials. Trolley development may ultimately offer a satisfactory remedy for the situation. —The Times, Oct. 1, 1904.

Resolutions—Deaths
W. H. Averell, of
of the city of Rochester, died at his residence, 111 West 11th street, on Sunday, October 10, 1904, at the age of 78 years. He was a native of New York and was a member of the Rochester Automobile Club. He was a well-known and respected citizen and was a member of the Rochester Automobile Club. He was a well-known and respected citizen and was a member of the Rochester Automobile Club.

"Once more we are called to halt 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 personal loss."
In Mr. Averell's death the community loses a valued member who has endeared himself to all who knew him through his pleasant geniality of manner and unassuming ways. He had won the respect of everyone with whom he had business relations by his thorough and complete integrity and right-mindedness in all his dealings.
The wholesale grocers of Rochester desire to express their very great sense of loss and sympathy with his family and his firm in their bereavement. In respect to his memory their places of business will be closed during the hours of the funeral services." —D. & C. Oct. 15, 1904.

RIVER FLOOD PROTECTION. Chamber of Commerce and Mayor's Committees Await Rafter's Report.

The practical completion of the Erie 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 appointed by the Chamber of Commerce and the mayor to consider general means for protection from high water in the river.

Secretary Ives of the Chamber of Commerce said Saturday that the committees are awaiting the presentation of a report on the subject by George W. Rafter, civil engineer.
Mr. Rafter said when asked that he is working upon such a report and that he will soon present it for the consideration of the joint committee.

Oct. 17. Post Ex.

extended to the Chamber 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 where necessary, and that as far as possible the improvements should be designed to allow of trees and sidewalks; 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 timber; that a law should be passed that will make it easier to obtain the free and unobstructed 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 planned 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 itinerary 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 Henrietta road about five miles, and returned to Elmwood avenue, after which the itinerary as planned was followed. The course taken was:

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 Maplewood, where luncheon was served; return to Fairport, east on the Fairport road 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.

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 Questions
- 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 country and under the direction of The Rochester Automobile Club



FORWARD, SIDE A STREET FRONT

First Annual Convention of the Monroe County Good Roads Association

Held in the Supervisors' 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 Engineers Talk Them Over Preparatory to Making Final Report to the Mayor—Business Men Interested

In an executive session, continuing three hours and a half yesterday afternoon, 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, city engineer; J. Y. McClintock, county engineer; George W. Rafter, consulting engineer; Hon. John B. Booth, assistant state superintendent of public works, and Thomas W. Finucane, contractor. All were present at the conference except Mr. Finucane.

The committee met in the City Engineer's office at 4:30 o'clock and did not adjourn until 8 o'clock. At that time it was said that nothing is to be given out for publication until the committee makes its report to the Mayor.

It is the intention in the meantime to meet with the special committee appointed by President Dunn, of the Chamber of Commerce, for the same purpose. This committee is composed of Harvey B. Graves, James E. Booth, Walter W. Powers, William C. Barry and Lansing G. Welmore.

The time was taken up yesterday afternoon mostly with the reading and discussion of a voluminous report prepared by Engineer Rafter, covering proposed methods of flood protection. The report included plans for a storage dam and retaining walls. Each point as presented was discussed at some length, the object being to incorporate it, if all agreed, in the final report to his Honor.

Mr. McClintock 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, even at the sacrifice of some of the buildings. At the passageway, he suggests, should be opened at this point, not only to allow a free 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 state.

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 Genesee within its bounds. For this reason the Mayor has placed the matter in the hands of competent engineers, and it is believed that the plan suggested by them will be adopted.

IS SURE TO WIN

This Is What Hon. F. Z. Wilcox Says of Chamberlain's Policy.

SAYS RECIPROCITY MUST COME

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 Commerce since the summer vacation took place last night in the assembly hall at the Chamber of Commerce. There was a good attendance and the meeting proved an interesting one. The delegates to the good roads convention now in session in Rochester, including the Board of Supervisors and the Commissioners 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 address welcomed the visitors. "The question of good roads," he said, "is one of vital importance and one in which the general public is interested."

Mr. Dunn introduced as the first speaker Hon. Frank Z. Wilcox of Syracuse, vice president of the National Good Roads Association, who gave an interesting talk in regard to his recent trip to Great Britain as representative of that organization. In speaking of the trip over he said that he met General William Booth, of the Salvation Army, who was a passenger on the same ship and that he had learned that the Salvation Army was a great institution and that he had a great respect for it.

"In Great Britain there are two great men," the speaker exclaimed. "One of them is Mr. Chamberlain and the other is General William Booth of the Salvation Army." He told of various 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 all old roads and the question which presents itself to the British public is 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 that better roads are being enjoyed year by year. He also said that there was a gradual change showing itself in the economic conditions in England and predicted that in another decade or two it would no longer be a free trade country. Chamberlain's policy of reciprocity," he said, "is sure to win as day is to follow night."

John C. Barhite was to have been the next speaker but owing to illness he was unable to be present. President Dunn introduced William C. Barry, who said in part:

"The good roads movement is one of the most important propositions that has ever been before the American public. All are interested in it, the people of the cities as well as the farmers themselves, who derive the most direct benefits. Whatever tends to increase the agricultural prosperity of any country interests every one. The good roads which have been recently built in this country 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 relied on to do this."

"The cost of the maintenance of these roads, after they have been constructed, should be met by a general tax. Too much cannot be said of the maintenance of these roads, and this is the great secret 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 seems complete without them and they are a great thing to keep a good road in condition. They prevent the drying and cracking from the rays of the sun and help hold the moisture and keep the dust down."

"I will predict that in the future thoughtfulness of this kind will be appreciated more than ever, because the people of the cities are under the country roads more than ever and they enjoy the coolness of the green trees by the roadside. May the good roads movement continue and prosper and may no effort be spared to advance the good roads movement through the country."

The next speaker was Special State Examiner of Highways Frank D. Lyons, who spoke in part as follows:

"The primary factor in all the material prosperity of any country is its highways."

"The speaker then went on to quote statistics showing the great financial gain to this country 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 Legislature in the same connection.

After his address the meeting adjourned and three present partook of refreshments as guests of the Chamber of Commerce.

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 Cleveland, a member of the Committee on Rivers and Harbors of the House of Representatives, 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 inspect the harbor of Charlotte and its immediate vicinity. Mr. Burton, accompanied by Mr. Perkins and others, made the trip to Charlotte yesterday morning.

The weather was most appropriate for the visit. A heavy sea prevailed, great waves dashing against the piers, and demonstrating in no uncertain way the fact that the harbor is in serious need of immediate attention on the part of the Federal government. The fog was so heavy on Tuesday afternoon that Keeper Funge, of the lighthouse, rowed out to the house to prepare the lights. The high winds that have prevailed outside the harbor have since kept Mr. Touse at his post, unable to return to shore in his yawl. Yesterday at noon he signalled shore that he was in want of provisions, and the tug, Florence Yates, went to him with food. Representative Burton witnessed the

Submitted to the Chamber of Commerce, the Rochester Automobile Club

of the flood flow by storage, and making the passageway through the city of reasonable 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 ten miles south.

"The proposed storage dam at Portageville 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 when the reservoir is full, then it can only discharge into the lower river as its surface is raised above the spillway, and in order to raise it only one foot would require the full 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 half of the valley, with a small addition from the storage dam.

"Admitting all this, there still will be a possibility of more water coming down, some time, than can safely pass through the openings of the old street bridge."

TO ST. LOUIS CONVENTION

10-24-04

Thomas B. Dunn to Go as Chamber of Commerce Representative.

Thomas B. Dunn, president of the Rochester Chamber of Commerce, will attend the Interstate Commerce convention to be held in St. Louis on October 25th, 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 discussion will be the pending Cooper bill, which practically 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 the courts enforcing it. Under the Cooper bill the order of the commission becomes operative within thirty days after its promulgation, and so continues until suspended or set aside by the courts upon review or appeal.

The convention will last two days and will be held in the new dormitory of the Washington University buildings. About 350 commercial and manufacturing organizations will be represented. There will be delegates also from many state and railroad organizations, besides state governors.

GET EARLY START

Rochester Delegates Prepare for Interstate Commerce Meeting.

Opens Next Friday at St. Louis—One Chamber of Commerce Representative Starts Tomorrow and the Other on Wednesday.

John M. Ives, secretary of the Chamber of Commerce, will start for St. Louis tomorrow morning, where he will participate in the proceedings of the Interstate Commerce Law convention, in which will convene next Friday on the World's fair grounds. President T. B. Dunn, of the chamber, will start next Wednesday, and John Secretary Ives, in the World's Fair city.

The convention, which is called for the purpose of devising measures to expedite legislation giving greater effectiveness to the Interstate Commerce act, will probably last through Saturday. Three hundred and thirty commercial and manufacturing organizations and sixteen state governors will be present.

The particular legislation that the convention 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 bill introduced in the senate December 12, 1903, by Hon. J. V. Quail, of the same state. It provides that any order made by the Interstate Commerce commission, declaring any existing rate of transportation unjustly discriminatory or unreasonable and declaring what rate would be just and reasonable and requiring it to be authorized, therefore, shall become operative within thirty days, or, in case of proceedings for review, then within sixty days, such order to 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 fail to agree upon apportionment within twenty days, the commission may determine the apportionment to be received by each carrier. If the parties then fail to agree to the changes, to be 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 undertaken by the proper district attorneys under the direction of the attorney-general and that the commission may employ special counsel. Section five provides a strong penalty for refusal to obey the orders of the commission.

"The Rochester Chamber of Commerce is heartily in accord with the provisions of this bill as was shown at the meeting of the trustees at which Mr. Ives and Mr. Dunn were selected as delegates to the convention.

BELT LINE NOW BE BORN TO ROCHESTER

Hheads of Steam Railroads Favor Chamber of Commerce's Plan for Connecting Neighboring Villages With City by Steam Railroads.

10-24-04

A steam railroad belt line connecting the towns and villages of the Genesee Valley is a possibility of the near future. The Rochester Chamber of Commerce at a recent meeting discussed the possibility of the question of connecting the various towns and villages which surround this city by the means of short lines from one road to another, thus forming belt lines. It is designed to have trains leave the city on one railroad and make the return trip over another line.

The matter seemed to impress the members of the Chamber of Commerce very favorably and a committee was named to invite officials from six of the different railroads which enter Rochester 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. McClintock.

Railroad Men Interested

The committee took the matter up promptly and sent out invitations for a conference to the officials of the six railroads, the New York Central, the Erie, the Lehigh Valley, the B. & O., the W. N. Y. & P. and the Delaware & Mt. Morris Road. The plan appeared to find favor with the railroad men and already replies have been received by the committee from four of the roads to whom invitations were directed.

The railroad officials who have communicated 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 Railroad Company; Arthur G. Yates, President of the Buffalo, Rochester & Pittsburgh Railway 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 representatives 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 Delaware & Mt. Morris roads are heard from the date of the conference will be announced.

Time Table Diagram

The subject of belt lines through the surrounding country, connecting the various roads and running through towns and villages which are now ignored by the railroads, will be discussed and if possible some tentative plans for the proposed improvement are prepared.

"The committee has collected some interesting material for presentation at the conference," said County Engineer J. Y. McClintock, a member of the committee, this morning. "A map showing that there are ten possible belt lines to be built, and that the proposed plans 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 worked out there has been prepared a time table diagram over a line 89 miles long, extending from Rochester over parts of four railroads and then back to Rochester. This diagram shows the position of each train at each minute on the portion of each of the four roads to be used.

"The figures given are interesting. The line would connect thirty and with Rochester 15 thriving villages with a population of 20,000 people; 19 towns with an area of 36,000 acres of most productive land and a population of over 4,000. Some of the objects of interests as productive of travel are as follows:

"Genesee Valley Park, Crittenden Park, the Avon Mineral Springs, the Genesee Normal School, the gorge of the Genesee River, the great salt mine at Cuylerville, the Portland Cement Works at Caledonia, the gypsum and plaster mines at Garbutt, along the shore at Le Roy and the business development of Lincoln Park.

Estimated Daily Income

"It is estimated that the line would have an income of \$20 a day from the fares which would be paid by the passengers. It is stated that steam motor cars would be the most advantageous mode of such cars as are used on English and Continental railways. These cars will carry 20 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 under 10 cents per mile and a rate of fare of two cents per mile and an average of six passengers to a car would pay running expenses.

"These belt lines are common throughout England and are a source of revenue to the people who live in the towns and villages adjacent to big cities."

Invitations to the conference were sent to the New York Central, Pennsylvania, Buffalo, Rochester & Pittsburgh, Lehigh Valley, Erie and Delaware & Mt. Morris roads. From the latter two no answer has been received. But representatives of the other four roads will soon meet the Chamber of Commerce committee, composed of County Engineer

McClintock, H. A. Sibley, C. T. Chapin and L. P. Ross.

The proposed belt line is in accordance with the plan of the Rochester Chamber of Commerce, which was adopted at its meeting in the event of fulfillment. County Engineer J. Y. McClintock has outlined some of the advantages of the proposed belt line as follows:

"This belt line would connect with each other and with Rochester having a population of 150,000 fifteen villages with more than 20,000 inhabitants, fifteen agricultural towns, with a population of more than 40,000.

"These towns comprise some 360,000 acres of productive land, which with the sites for attractive homes, villages, 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 \$200 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 Pilex, Genesee Normal School, Avon Sanitarium, the gorge of the Genesee River, the great salt mine at Cuylerville, the Portland Cement Works at Caledonia, the gypsum and plaster mines at Garbutt, along the shore at Le Roy.

"There are the great canning works at various points along the line, giving employment to thousands in picking peas, berries and fruit, the big factories 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 is that it is light and that two men can operate the motor car, while three are necessary to man the train. The motor car starts and stops very quickly than the train and will carry fifty passengers and baggage and will not need to weigh 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 less than one cent per mile and a detailed statement is made showing that the cost of running and repairing, including everything, is less than one cent per mile. At this rate the business interests of the country against British opium in China, which, it is claimed, is as great a menace as war to commercial advancement.

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, 1,070; Livonia, 3,245; Lima, 2,333; Conesus, 1,180; Livonia, 2,347; Mt. Morris, 3,688; Nunda, 2,437; York, 3,005; Le Roy, 4,732; Chili, 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, 1,542; Caledonia, 1,070; Livonia, 3,245; Lima, 2,333; Conesus, 1,180; Livonia, 2,347; Mt. Morris, 3,688; Nunda, 2,437; York, 3,005; Le Roy, 4,732; Chili, 2,216; Gates, 3,103; Henrietta, 2,141; Rush, 1,656; Wheatland, 2,400; total, 40,276.

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Historic Scrapbooks Collection

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extended to the Chamber of Commerce.

the Rochester Chamber of Commerce.

of the flood flow by storage, and making the passageway through the city of reasonable capacity, which we know will not 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 Portageville 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 when the reservoir is full, then it can only discharge into the lower river as its surface is raised above the spillway, and in order to raise it only one foot would require the full 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 half of the valley, with a small addition from the storage dam.

"Admitting all this, there will still be a possibility of more water coming down some time, than can safely pass through the openings of Ninth street bridge."

TO ST. LOUIS CONVENTION

Thomas B. Dunn to Go as Chamber of Commerce Representative.

Thomas B. Dunn, president of the Rochester Chamber of Commerce, will attend the Interstate Commerce convention to be held in St. Louis on October 25th, 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 discussion will be the pending Cooper bill, which practically reverses the present operation of the law, the order of the Interstate Commerce Commission under the present law being no effect until an order is obtained from the courts enforcing it. Under the Cooper bill the order of the commission becomes operative within thirty days after its issuance, and so continues until suspended or set aside by the courts upon revision or appeal. The convention will last two days and will be held in the new headquarters of the Washington University building, about 300 commercial and manufacturing organizations will be represented. There will be delegates also from many state and railroad organizations, besides state grangers.

GET EARLY START

Rochester Delegates Prepare for Interstate Commerce Meeting.

Opens Next Friday at St. Louis—One Chamber of Commerce Representative Starts Tomorrow and the Other on Wednesday.

John M. Ives, secretary of the Chamber of Commerce, will start for St. Louis tomorrow 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 Wednesday and join Secretary Ives, in the Woodruff Park city.

The convention, which is called for the purpose of devising measures to expedite legislation giving greater effectiveness to the Interstate Commerce act, will probably last through Saturday. Three hundred and thirty commercial and manufacturing organizations and sixteen state grangers will be represented. The particular legislation that the convention aims to promote is the bill introduced in the house of representatives by Hon. H. A. Cooper, of Wisconsin, December 8, 1903, and the Senate bill introduced 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 transportation unjustly discriminatory or unreasonable and declaring what rate would be just and reasonable and requiring it to be substituted therefor, shall become operative within thirty days, or, in case of proceedings for review, then within sixty days, such order to 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 fail to agree upon apportionment within twenty days, the commission may determine the apportionment to be received by each carrier. If the parties then fail to agree to the changes to be 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 undertaken by the proper district attorneys under the direction of the attorney-general and that the commission may employ special counsel. Section five provides a strong penalty for refusal to obey the orders of the commission.

The Rochester Chamber of Commerce, is heartily in accord with the provisions of this bill as was shown at the meeting of the trustees at which Mr. Ives and Mr. Dunn were selected as delegates to the convention.

BELT LINE NOW BEING BORED TO ROCHESTER

Heads of Steam Railroads Favor Chamber of Commerce's Plan for Connecting Neighboring Villages With City by Steam Railroads.

The Rochester belt line connecting the towns and villages of the Genesee Valley is a possibility of the near future. The Rochester Chamber of Commerce at a recent meeting discussed the question of connecting the various towns and villages which surround this city by the means of short lines from one road to another, thus forming belt lines. It is designed to have trains leave the city on one railroad and make the return trip over another line.

The matter seemed to impress the members of the Chamber of Commerce very favorably and a committee was named to invite officials from six of the different railroads which connect Rochester 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. McClintock.

The committee took the matter up promptly and sent out invitations for a conference to the officials of the six railroads, the New York Central, the Erie, the Lehigh Valley, the B. & O., the W. N. Y. & P. and the Danville & Mt. Morris Road. The plan appeared to find favor with the railroad men and already replies have been received by the committee from four of the roads to whom invitations were directed.

The railroad officials who have communicated 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 and Hudson River Railroad Company; Arthur G. Yates, President of the Buffalo, Rochester & Pittsburgh Railway 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 representatives 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 lesser of his corporation. Just as soon as the Erie and the Danville & Mt. Morris roads are heard from the date of the conference will be announced.

The subject of belt lines through the surrounding country, connecting the various roads and running through towns and villages which are now ignored by the railroads, will be discussed and if possible improvements prepared.

The committee has collected some interesting material for presentation at the conference, said County Engineer J. Y. McClintock, a member of the committee, this morning. "A map showing that there are ten possible belt lines to be bored from within the city limits, and 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 worked out there has been prepared a time table diagram over a line 89 miles long, extending from Rochester over parts of four railroads and then back to Rochester. This diagram shows the position of each train at each minute on the portion of each of the four roads to be used.

The source given are interesting. The line would connect together and with Rochester 13 thriving villages with a population of 30,000 people, 13 towns with an area of 36,000 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 Avon Mineral Springs, the Genesee Normal School, the gorge of the Genesee at Mt. Morris, the great salt works at Cuylerville, the Portland Cement Works at Caledonia, the gypsum and plaster mines at Garbutt, stone quarries at Le Roy and the business development of Lincoln Park.

It is estimated that the line would have an income of \$80 a day from the travel which would very soon increase to \$1,000. It is stated that steam motor cars are used on English and Canadian railroads. These cars freight and carry passengers and one ton of freight will make 40 miles an hour. They weigh less than 20 tons and are run by electricity. The estimated cost of running these cars under 10 cents per mile and at a rate of fare of two cents per mile and an average of six passengers to a car would pay for itself during expenses. "These belt lines are common throughout the country and are a source of convenience to the people who live in the towns and villages adjacent to big cities."

Invitations to the conference were sent to the New York Central, Pennsylvania, Buffalo, Rochester & Pittsburgh, Lehigh Valley, Erie and Danville & Mt. Morris railroads. From the latter two no answer has been received. But representatives of the other four roads will soon meet the Chamber of Commerce committee, composed of County Engineer

McClintock, H. A. Sibley, C. T. Chapin and L. P. Ross.

The proposed belt line is in accordance with the plan of the Interstate Commerce Commission, which is to connect the various towns and villages which surround this city by the means of short lines from one road to another, thus forming belt lines. It is designed to have trains leave the city on one railroad and make the return trip over another line.

"This belt line would connect with each other and with Rochester having a population of 180,000, fifteen villages with more than 20,000 inhabitants, fifteen 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 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 \$100,000 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, the Avon Mineral Springs, the Genesee Normal School at Pilex, Genesee Normal School, Avon Sanitarium, the gorge of the Genesee at Mt. Morris, which is a great resort, possibilities for a superb pleasure resort, the salt works at Cuylerville and Retort, cement works at Caledonia, the state hatcheries, the gypsum beds and plaster works at Garbutt 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 factories 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 rail 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 will carry fifty passengers and baggage and is not so subject to delay as the train. The speed of forty miles an hour. It is said that the motor car can be run at a rate of 5 cents per mile and a detailed statement is made showing that the cost of running and repairing, including everything, will be 11 cents per mile. The motor car can be run at a rate of 5 cents per mile and a detailed statement is made showing that the cost of running and repairing, including everything, will be 11 cents per mile. The motor car can be run at a rate of 5 cents per mile and a detailed statement is made showing that the cost of running and repairing, including everything, will be 11 cents per mile.

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, 3,021; Caledonia, 2,070; Genesee, 3,245; Lima, 2,333; Conesus, 1,189; Livonia, 2,947; Mt. Morris, 3,683; Nunda, 2,457; West, 2,007; Le Roy, 4,732; Chili, 2,216; Gates, 3,103; Henrietta, 2,141; Rush, 1,655; Wheatland, 2,400; total, 40,276.

The villages which would be reached by the belt line are: Avon, 1,642; Caledonia, 1,017; Livonia, 508; Genesee, 2,491; Lima, 2,114; Nunda, 900; Henrietta, 1,285; Mt. Morris, 2,307; West, 1,654; Danville, 3,002; Scottsville, 600; Garbuttville, 100; West Henrietta, 100; Le Roy, 500; Cuylerville, 200; total, 20,112.

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 establishment of a belt line connecting the Genesee Valley 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 business interests of Rochester and the towns to the south.

Invitations to the conference were sent to the New York Central, Pennsylvania, Buffalo, Rochester & Pittsburgh, Lehigh Valley, Erie and Danville & Mt. Morris railroads. From the latter two no answer has been received. But representatives of the other four roads will soon meet the Chamber of Commerce committee, composed of County Engineer

RAILROADS TO CO-OPERATE

Part Express
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 railroads involved in the project of County Engineer J. Y. McClintock for the establishment of belt line communications, with hourly train service, between Rochester and the villages of the Genesee valley, sent favorable replies today to the letters recently sent out from the chamber of Commerce, inviting them to join the committee of the chamber. The committee, of which County Engineer McClintock is the chairman, was appointed at the last meeting of the chamber of Commerce to investigate the project. All three of the railroads agree to send representatives to the conference and the letter of the Erie and the Lehigh Valley is in the hands of the committee. The Erie and the Lehigh Valley are in the hands of the committee. The Erie and the Lehigh Valley are in the hands of the committee.

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Historic Scrapbooks Collection

OPPOSE OPIUM TRADE

tearing to Be Had on Petition to Secretary Hay.

10-24-04
Rochester Chamber of Commerce and the Heads of the University and Theological Seminary Among the Signers—Withdrawal of Treaty.

The Chamber of Commerce has received a communication from the International reform bureau stating that a petition, signed by many chamber of commerce organizations throughout the country, including the Rochester chamber, is to be presented to Secretary Hay in Washington on November 10th next, asking him to use his diplomatic influence to induce Great Britain to withdraw from China the opium trade. The petition sets forth in the most forcible manner the evils of the opium trade and the harm it does to the Chinese people. It is signed by President Hughes of the University of Rochester, and Augustus H. Strong, of the Rochester Theological Seminary. This petition will probably come up for discussion at the meeting of the Chamber of Commerce trustees on Thursday afternoon. The letter from the reform bureau urges the chamber to aid in this petition by the business interests of the country against British opium in China, which, it is claimed, is as great a menace as war to commercial advancement.

The object of the reform bureau is to secure legislation along all lines of moral reform and defeat legislation affecting the country's moral welfare. The bureau claims that congress has passed eight laws drawn by it and that over 100 acts of government have been secured, counting favorable votes in both houses of congress, executive acts and decrees of congress.

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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 large canal in this vicinity will not be started before January 1st, and perhaps not then if the weather should, by any possibility, succeed in carrying the state," said a canal official in conversation with a Post Express reporter today. "Even if the state superintendent of public works should begin advertising this week for bids on the six contracts, the plans and specifications of which were completed and turned over to the state advisory board of engineers some weeks ago, the contracts could not be let and the work started before the first of December at the earliest. The law provides that all the work shall be done by contract and entered into by the superintendent of public works on the part of the state after having been advertised for four consecutive weeks in two newspapers published in the city of New York, one of which shall be published in the interests of engineering and contracting and one in the city of Albany. Rochester, Buffalo and Syracuse are in each county where the particular piece of work advertised or some portion of the same is located. The law further provides that there shall be a delay of a month after the advertising is started. My opinion is that the superintendent of public works will not now start the first move toward awarding contracts until after the first of January. The law provides that the work shall be done by contract and entered into by the superintendent of public works on the part of the state after having been advertised for four consecutive weeks in two newspapers published in the city of New York, one of which shall be published in the interests of engineering and contracting and one in the city of Albany. Rochester, Buffalo and Syracuse are in each county where the particular piece of work advertised or some portion of the same is located. The law further provides that there shall be a delay of a month after the advertising is started. 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Historic Scrapbooks Collection

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money lavishly for the purpose of im-

be held up, neither do I think that the Board of Supervisors would say any thing I have too much confidence in the good sense of the members of that body to look for any such action.

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. Bailey had been made in the document, it was signed by Commissioner Todd.

Mr. Shatt was at the meeting in Rochester, and no opposition to the granting of the franchise 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 office whether provision to this effect were made in the franchise or not. Mr. Shatt was granted by Alfred Brown, commissioner of highways.

Action Postponed in Brighton.
The meeting in Brighton was called to order by Hiram Shaw, commissioner of highways for the town. It was represented by Edwin G. Smith, and the promoters of the railway by G. D. Reed and C. P. Downs, of Reed & Shatt. There was considerable discussion of the matter, as to where the tracks should be made, and as to the route, but no opposition was expressed. Because the State Engineer's office was not represented at the meeting, Commissioner Todd adjourned it to Friday, November 11th. There was a good attendance at the meeting.

The document presented at Brighton did not make provision for the supervision of the building of the road by the State Engineer, and this will be added before the meeting of next Friday. Mr. Shatt said last night that it was provided by statute that the State Engineer should have supervision of the building of electric roads, and that any provision in the franchise affirming this, while superfluous, was agreeable to the promoters.

THE AUTOMOBILE.

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Concentrated Efforts for Good Roads.

Automobilists, Chamber of Commerce and Board of Supervisors Organize an Association in Rochester.

Special Correspondence.

ROCHESTER, Oct. 15.—With practically the same people back of the movement as pushed the bicycle movement to success in years past, Monroe County, New York, has taken up the work of building good roads and has organized 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 of Supervisors' room in the county court house. Morning and afternoon sessions were held there, followed by an evening session in the Chamber of Commerce rooms. Tuesday morning the convention finished its work, and in the afternoon the Rochester Automobile Club, the "good roads" 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

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 was elected to the Monroe County seat last week, through the 240 miles of bicycle paths were constructed in this county, was elected chairman of the convention. The Senator spoke in part as follows:

"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 approximately half a million dollars for good roads in that time, there has been no visible 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 not increased in any year on account of road improvements so as to occasion criticism.

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 automobilist, sometimes in the most unexpected places.

NATIONAL AID AND NEW YORK BOND PLAN.

Frank Z. Wilcox, of Syracuse, vice-president of the National Good Roads Association, was then introduced, and spoke in behalf of his organization and the splendid work it was doing. Both President Theodore Roosevelt and William Jennings Bryan are among the public men interested in the work of this organization, he said. Mr. Wilcox then went on to tell how the National 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 \$500,000 for road improvements under the Higbie-Armstrong law.

A proposition to amend the state constitution, authorizing such a vast expenditure, has already passed one legislature, and will be brought up before the one to be elected next month and, if approved by it, it will be submitted to the people for approval or rejection. With \$500,000 spent by the state on road making there will be no more occasion for such letters of

MAYOR WILL WELCOME DELEGATES TO MEETING

Prominent Men Invited to the Chamber of Commerce Conference on Genesee Valley Steam Belt Line.

Resides representatives of the six railway companies that have been requested by the Chamber of Commerce to consider the proposition to maintain a quick service steam belt line over their tracks in the Genesee valley, south of the city, and the special committee appointed by the chamber, the Board of Trustees of the chamber, presidents of the Common Councils of Rochester, Park Board, Board of Supervisors, the valley, chairman of various committees of the Chamber of Commerce and representative men have been invited to be at the conference, which is to be held in the library next Friday. The railway companies that will have representatives at the meeting are: New York Central, Western New York & Pennsylvania, Buffalo, Rochester & Pittsburgh, Lehigh Valley, Danville & Mount Morris and Erie.

The meeting will be called to order at 10 o'clock next Friday morning by L. P. Ross. Addresses of welcome will be made by T. B. Dunn, president of the chamber, and short talks by J. Y. McClintock, county engineer, who originated the plan of a steam belt line in the Genesee valley; the members of the chamber's special committee, and other men.

Luncheon will be served by Teal at noon, and at 2 o'clock in the afternoon, through the courtesy of the Rochester Railway Company, a ride will be taken south town, to inspect the Railroad terminal.

It is the purpose to adjourn the meeting next Friday to some future time, when a special trip will be made through the Genesee valley over the lines of railroads entering the city from the south.

protest as the members of the American Automobile Association sent in from Syracuse on the recent New York-St. Louis success in years past, Monroe County, New York, has taken up the work of building good roads and has organized 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 of Supervisors' room in the county court house. Morning and afternoon sessions were held there, followed by an evening session in the Chamber of Commerce rooms. Tuesday morning the convention finished its work, and in the afternoon the Rochester Automobile Club, the "good roads" were taken for a fifty-mile spin over the fine macadam roads of this county in thirty of the members' automobiles.

STATE AID IN SEVEN STATES.

Mr. Wilcox advocated the elimination of grades of more than 7 or 8 per cent. He also spoke emphatically against the dikes built across the highways to turn the water off the roads onto hills. These "Thank-you-ma'ams," so long the chief cause of broken springs on automobiles and wagons alike, should be entirely done away with, he said, and roads should be crowned from an inch and a half per foot instead; then, by bringing the water through culverts under the road, washouts would be impossible.

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 measures."

MANY QUESTIONS ASKED.

A question box was instituted early in the convention and it took the greater part of Tuesday morning for Senator Armstrong, 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 not 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 Company, 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 addresses and a luncheon was served after the evening session.

FRIDAY, NOV. 17, 1904. VALLEY TOWNS ARE AROUSED

Arrange to Have Delegates at Belt Line Meeting.

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 between Rochester and the towns of the Genesee valley, are assuming far greater proportions than was anticipated. County Engineer McClintock evicted the project. John M. Ives, secretary of the Chamber of Commerce, told a Post-Express reporter this morning that he had already sent invitations to the presidents of the following villages: Livonia, Garfield, Cayuga, York, Danville, Nunda, Mt. Morris, Rush, Henrietta, Avon, Genesee, Scottsville, Honeyoye Falls and Wheatland. It is reported that all the rural communities will do all in their power to aid the Chamber of Commerce.

Mr. Ives said this morning that representation to the convention would be made up of officials of the six railroads, the special committee and board of trustees of the Chamber of Commerce; members of the Common Council, Park commission, Board of Supervisors, Good Roads Association and of the villages up the valley. Representative men who have any ideas on the subject will be welcomed.

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 E. B. Dunn, 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 impossibility to get six railroads to co-operate in such a venture, with the suggestion that a separate company be formed to co-operate the belt line, running equipment of its own, and that the equipment of the various companies at an agreed rental. Mr. McClintock has sixteen routes for a belt line which he says could be established with little or no additional construction of track. He will present communications from the Manhattan elevated, offering for sale good second hand equipment suited for traffic of this kind, at advanced rates. 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 Genesee valley over the lines of railroads entering the city from the south.

County Engineer McClintock is investigating the subject of gasoline motor cars, which he thinks could be adapted with success to a belt line service. He says they are being used with great satisfaction on many of the roads across the water.

Post-Express.

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 in the Genesee valley in regard to the proposed belt line and to obtain data for use at the Chamber of Commerce conference with representatives of six railroads next Friday, County Engineer J. Y. McClintock and Alvin H. Dewey, resident manager of the Bell Telephone company, started on a two-day automobile journey last Thursday over a portion of the proposed route. Thursday night was spent at Danville. The party arrived home at 6 o'clock last night. Interviews were had with persons prominent in commercial activities in the valley, and County Engineer McClintock gave some attention to the physical details of the route.

At Danville, A. G. Bunnell, editor of the Danville Advertiser, was asked to give Mr. McClintock much information that will prove of value at the forthcoming conference. One thing that Mr. Bunnell pointed out was that the track

service in that city than to Rochester.

Stumping up what he was able to ascertain from observation and conversation at Danville, the county engineer said to a Post-Express reporter this morning: "The feeling of Danville people remains friendly to Rochester and, of course, they would rather see the road come here to trade. It should be our aim to make these conditions not only equal but better. From what I learned at Danville, I am more fully convinced than ever that the time is ripe for the people of this city to make an effort to regain the trade of the valley which naturally belongs to it and which it formerly had. That it is now drifting away to Buffalo, is beyond question."

At Mt. Morris Mr. McClintock had a talk with H. A. Brown, the banker, and with a member of the firm of Winter & Profit, largest manufacturers of canned goods. Both were enthusiastic in favor of the belt line. The idea was expressed that such a belt line would not only bring out a vast improvement in the passenger service between Mt. Morris and Rochester but would also be of great benefit to shippers. It would enable 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 instead of a freight service of days as at present.

At Genesee Austin Wadsworth, a representative of the family that is ranked among the largest landholders of the state, most of it lying in the Genesee valley, was seen. Mr. Wadsworth expressed himself as heartily in favor of the project and proposes have Genesee well represented at the conference next Friday.

The trip gave the county engineer an opportunity to compare the recently improved state roads of this county, especially the new Scottsville road, with the Livingston county roads that have frequently been held up as models. Mr. McClintock said this morning that while many fine roads were encountered in Livingston, there was nothing there to compare with the Scottsville road.

MONDAY, NOV. 14, 1904.

MODIFICATION 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 engineers of the state department of public works are again turning their attention to the barge canal work. At the office of the western division of the canal it was learned this morning that a small host of contractors have been over the proposed four mile section of the canal between Lincoln Park and South town, gathering points on which to base bids when the canal work is advertised. The air of activity pervades canal officials here to the extent that to indicate the day the advertisement 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.

Mr. Perkins will retain his membership on the committee and printing and may be chairman of the latter if Congressman Landis, who now heads it is elected to the United States senate from Indiana, to succeed a Vermont democrat, to be elected in November.

CAPITAL CAN BE FOUND.

For Enterprises That Promise Fair Returns From Investments.

"It is the desire of the Chamber of Commerce," said John M. Ives, yesterday afternoon, "to co-operate with those who have business enterprises in which they can use more money than is now invested, or ideas that with capital behind them might be made profitable, and others with capital to invest, to the advantage of all concerned and the business interests of Rochester."

"If often happens that small enterprises through their travelers have opportunities offered them in other cities for increasing their business, and Rochester occasionally looks them in this way. If men at the head of such concerns knew of other men who have a few thousand dollars to invest, and these persons were brought together, it would be mutually advantageous, and Rochester would be the better for it. A short time ago we were able to keep in Rochester a growing manufacturing business through knowing of it and of a business man who had the capital to put it in."

"All information regarding businesses that could be developed by additional capital, names of men with the capital and others, with enterprises they believe could be launched profitably, is kept on file; and we want business men to know that we are ready to do this, and do it, or course, without any consideration."

For the most part companies doing a large business and men with large capital will not need this assistance, but small enterprises, and men with small capital, who desire to invest safely would do well to let the chamber know about them. It has been of assistance in bringing together the right parties at once obtaining capital for the one and leading to its investment for the other.

ROCHESTER IS INTERESTED IN IT

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 Brock Perkins was inclined to be popular over his personal popularity received in last week's election when a Post-Express reporter spoke to him about it to-day.

"There was nothing phenomenal in my majority," he rejoined. "I happened to be on a train when it attained a speed of 100 miles an hour. That's all."

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CAPITAL CAN BE FOUND.

For Enterprises That Promise Fair Returns From Investments.

"It is the desire of the Chamber of Commerce," said John M. Ives, yesterday afternoon, "to co-operate with those who have business enterprises in which they can use more money than is now invested, or ideas that with capital behind them might be made profitable, and others with capital to invest, to the advantage of all concerned and the business interests of Rochester."

"If often happens that small enterprises through their travelers have opportunities offered them in other cities for increasing their business, and Rochester occasionally looks them in this way. If men at the head of such concerns knew of other men who have a few thousand dollars to invest, and these persons were brought together, it would be mutually advantageous, and Rochester would be the better for it. A short time ago we were able to keep in Rochester a growing manufacturing business through knowing of it and of a business man who had the capital to put it in."

"All information regarding businesses that could be developed by additional capital, names of men with the capital and others, with enterprises they believe could be launched profitably, is kept on file; and we want business men to know that we are ready to do this, and do it, or course, without any consideration."

For the most part companies doing a large business and men with large capital will not need this assistance, but small enterprises, and men with small capital, who desire to invest safely would do well to let the chamber know about them. It has been of assistance in bringing together the right parties at once obtaining capital for the one and leading to its investment for the other.

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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 Partly Government.

The matter of making labor organizations co-operate with the Chamber of Commerce organization which will take the form of a resolution to be offered for consideration at the convention of the American Federation of Labor which will open in San Francisco next Monday, was brought to the attention of several members of the Rochester chamber to-day. Some are inclined to think that the question of such co-operation might be advanced by allowing the representatives of labor organizations to be heard in the councils of the chamber.

President John M. Ives told a Post-Express reporter that the matter had not been brought to his attention, officially, and that he was not prepared to discuss it until he had been asked to give his opinion before the trade council of that city, and which with modifications will be presented to the convention next week, is that the central labor bodies of the various cities, also of our own city, be organized into a central body of representatives to the chambers of commerce. It is urged that such action would bring the workers and employers closer together and give the workers a more direct voice in the government and more economical municipal government.

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Sibley, J. H. McQuinn, president of the city and county officials present were Mayor Curtis, County Engineer E. A. Fisher, A. J. McLintock, president of the Park Board, B. Lamberton, president of the Village of North, and J. H. McQuinn, president of the Village of South. The conference began with a prayer by Rev. J. H. McQuinn, pastor of the First Baptist Church, and was followed by a report by Mr. Sibley, president of the Chamber of Commerce, who stated that the Chamber had been organized for the purpose of promoting the development of the city and county, and that it was now in a position to take action on the proposed trolley line. The conference then adjourned.

23, 1901.

MR. DUNN HONORED

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. Among these men Mr. Dunn should have been selected to officially represent this state, makes tribute paid to his personality and the influence of the organization he heads here, all the more pronounced. In his letter notifying Mr. Dunn of his appointment, Frank Barry, of Washington, D. C., the secretary of the convention, gives the following outline of the duties devolving upon him:

"The duties expected of the state representatives are to develop interest in their respective states, so far as they may be able to do, in the effort to secure needed legislation at the national capital amendatory of the interstate commerce act, to give the 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 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 representatives, each being at liberty to adopt such means as in his judgment are best adapted to meet the conditions in his own state."

"It is desired that the state representatives will also assume the duty of securing 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 representatives in congress."

The organization is bending its efforts 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 Interstate Commerce commission.

THE POST EN

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 announced there is a likelihood of the board of trustees of the Chamber of Commerce hearing the "other side" of the West Henrietta road question at the meeting called for 4 o'clock this afternoon.

The trustees, it will be remembered expressed their disapproval of the construction of a trolley line within the boundaries of the proposed highway, after a discussion of the matter by County Engineer McClintock.

This afternoon it is expected that George D. Reed of Reed & Shutt, attorneys for certain 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 for residents in the Genesee valley, who they may reach Rochester with less convenience and frequency, are to be desired.

Various restrictions imposed upon the trolley promoters under the franchise granted by the highway commission of Albion, relative to the construction of the line and operation of cars along the West Henrietta road, such conditions are contained in the franchise granted in Henrietta, in which town it is proposed to construct several miles of electric road at the side of the improved highway.

Mr. McClintock has received an invitation to be present at the meeting this afternoon, but had not decided, at this time, whether he would attend. He reiterated expression of the belief, however, that trolley lines should be constructed on private right-of-way, and that under no circumstances should trolley promoters be permitted to encroach upon highways that have been improved.

In this connection, the engineer, harked back to the belt line proposition, and specified Scottsville as one of the villages that would be greatly benefited if frequent trains were run on the steam roads. He has been engaged two days, in establishing a lighting district in Scottsville, in anticipation of the establishment of an electric lighting system there by the Scottsville Power and Light company, recently organized by Rochester and Scottsville men.

"If Scottsville could have the belt line trolley service," said the county engineer, "the population would increase rapidly; would almost double, I believe. I talked with two Rochester men this week, both of whom told me that they would make their homes in Scottsville if the train service permitted. Scots is only eight or ten miles from Rochester, but the better part of a day is wasted when you try to make the journey by any other way."

The lighting district as surveyed, is about one mile square, and it is the intention to light the village with about fifty electric lights; the electricity to be generated by a dynamo located in a brick mill. Scottsville is not incorporated, but the residents are considering the advisability of establishing a municipal government.

Nov. 23-1901

NO DAMAGE TO IMPROVED ROAD

SAYS PROMOTER OF PROPOSED TROLLEY LINE.

FAST TRAINS TO ELMIRA

Ervin 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 Commerce held a meeting yesterday afternoon with Robert A. Dodge presiding. The first business was the matter of the trolley line from the Chamber of Commerce to the West Henrietta road. Mr. Shutt, of the Rochester Chamber of Commerce, appeared before the trustees to show that the proposed trolley line would not injure the highway as improved and would furnish

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Interstate Commerce Reforms

Thomas B. Dunn, president of the Chamber of Commerce, has been appointed representative for New York state on the National Committee on permanent organization for the Interstate Commerce Law convention in St. Louis. The work to be done is thus set forth:

"The duties expected of the state representatives are to develop interest in their respective states, so far as they may be able to do, in the effort to secure needed legislation at the national capital amendatory of the interstate commerce act, to give the 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 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 representatives, each being at liberty to adopt such means as in his judgment are best adapted to meet the conditions in his own state."

The organization is bending its efforts 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 Interstate Commerce commission.

NEW SITE POSSIBLE

Central Station May Be Built to the East of Present One.

If Not, the Present Central Avenue Station Will Be Greatly Enlarged and Improved Within a Year—Revival of Union Station Talk.

Although the enlargement of the present 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 to work out any of the details. Mr. J. H. Pettis, superintendent of buildings for the New York Central, 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 taken the matter under consideration 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 at a distance to the east, in closer proximity to the public market. This report is doubtless to some extent an outgrowth of the agitation 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 Railroad 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 commercial interests in 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 Central park station. The plan then was to have the trolley 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 abandoned 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 is possible the present enlargement plans may result in a revival of the union station project."

The easterly trend in building has drawn 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 was brought to the attention of Superintendent Pettis this morning, he gave it as his personal opinion that the plan for a station on a new site was being ultimately abandoned and the one for the enlargement of the present station was being adopted.

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officially stated that the receipts from all sources have sufficed to meet all expenses. Two weeks ago, in an address, President 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 issued which showed receipts of \$20,655.62 for the first four months, and disbursements of \$20,447,065.67 during the same time, leaving a balance on hand of \$215,588.75. Since then no financial statement has been given out. The admissions for the last three months were greater than for the first four months, and consequently the receipts show a corresponding increase. The following semi-official statement shows what it cost to run a world's fair in Missouri:

Estimated Expenditures.

Cost of buildings and exhibits appropriated by city of St. Louis	\$3,500,000
Subscribed by citizens of St. Louis	5,000,000
Appropriated by United States government	5,000,000
Appropriated by Missouri state government for exhibits and buildings	1,000,000
Appropriated and expended by states and territories	9,386,067
Foreign countries, appropriations and expenditures	7,017,250
Cost of fair grounds, including buildings	7,000,000
Estimated value of exhibits in exhibit places	2,000,000
Total	\$89,863,917

President Francis Honored.

Never in the history of the world has a private citizen been so signally honored as was David Rowland Francis, president of the Louisiana Purchase Exposition Company, to-day, when quite 400,000 persons went out to the world's fair grounds to show their respect and esteem for the man who had made the fair such a pronounced success.

Three out of every five persons met with were wearing Francis buttons with the words "Francis, the world's fair" inscribed thereon. The grounds were decorated with flags and bunting, while all business houses in the city, the exchanges and schools were closed for the day. That all who wished might pay honor to the one man, who, by his tireless energy, succeeded in making the fair a success.

In the morning there were parades in honor of Mr. Francis, the world's fair president, for the day and playing the rule of distinguished guest, where heretofore 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 a speechmaking gala and Mr. Francis blushed at listening to the unstinted praises showered upon him.

Silver Service Presented.

As a tribute of the respect and esteem in which he was held, the directors of the fair presented their chief with a silver service of 500 pieces and costing \$17,000. This service received the grand salute at the exposition and is of the Larose pattern.

In his speech of acceptance and thanks Mr. Francis admitted that one thing done at the world's fair about which he had not been consulted.

At night, while all the exhibit places were closed, the fair was taken off the world's fair and liberty took on the part of license, especially on the Pike, which was so packed with humanity that it was impossible to move. Here and there was a scene of merrymaking until midnight, where the last of the fair was held and the electric lights were turned off.

A detail of 500 police and plain clothesmen 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 hands full. Several women fainting in the crush and were hurried to the Emergency Hospital.

OPPOSITION TO CAR LINE

Chamber of Commerce Committee on Record in the Case of East Avenue.

Resolutions protesting against the running of street cars in the lower part of East avenue were adopted at a meeting of the Public Improvement Committee of the Chamber of Commerce, held in the library of the chamber yesterday afternoon. Henry C. Brewster, chairman of the committee, presided. The resolutions that follow were 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 may be for the permanent welfare of Rochester; therefore,

Resolved, That the committee on the introduction of street cars on East avenue from Main street to Union street, be and they are hereby authorized to take all proper measures to the end that East avenue be kept free from street cars and street car tracks.

go through. When the improvements are made, the trolley line will be a great benefit to the city and county, and it is hoped that the Chamber of Commerce will take action on the proposed trolley line.

Interstate Commerce Law Body Takes Action.

Notice Received Here of a Petition Requesting the Speedy Enforcement of the Primary Requirements of the Law—The Work in This State.

Copies of the official proceedings of the Interstate Commerce Law convention held in St. Louis recently, were received to-day by T. B. Dunn, president of the Chamber of Commerce, and John M. Ives, the secretary, who attended as delegates from the commercial bodies of this city. Included in the text of a petition just sent out by the retiring executive committee to congress. The petition gets forth that the convention was "assembled for the purpose of urging upon congress the speedy enactment of such legislation as will afford relief from unjust discrimination in tariff rates established by railway corporations of the country, resulting in undue preference and advantage to certain localities and sections of traffic, and consequent undue prejudice and disadvantage to others; and to provide effectual means of protection to the public from the disposition of unreasonably and oppressive charges for the performance of public service in the transportation of passengers and property as common carriers under franchises granted by the people; all of which is in violation of the act to regulate commerce, approved February 4, 1887, the provisions of which, as interpreted by the Supreme court of the United States, have proved ineffectual to prevent such violation."

The petition goes on to ask the speedy enactment of such legislation as will insure the enforcement of the primary requirements of the act.

President Dunn, of the chamber, who has been appointed New York state representative of the permanent organization perfected at St. Louis, started yesterday for a stay of some duration in Mexico. He has announced that on his return he will take up the matter of perfecting an organization among the commercial bodies of this state, the influence of which will be felt at Washington in favor of the Quarles bill, giving increased powers to the Interstate Commerce commission, when it shall come up for consideration.

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officially stated that the receipts from all sources have sufficed to meet all expenses. Two weeks ago, in an address, President 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 issued which showed receipts of \$20,655.62 for the first four months, and disbursements of \$20,447,065.67 during the same time, leaving a balance on hand of \$215,588.75. Since then no financial statement has been given out. The admissions for the last three months were greater than for the first four months, and consequently the receipts show a corresponding increase. The following semi-official statement shows what it cost to run a world's fair in Missouri:

Estimated Expenditures.

Cost of buildings and exhibits appropriated by city of St. Louis	\$3,500,000
Subscribed by citizens of St. Louis	5,000,000
Appropriated by United States government	5,000,000
Appropriated by Missouri state government for exhibits and buildings	1,000,000
Appropriated and expended by states and territories	9,386,067
Foreign countries, appropriations and expenditures	7,017,250
Cost of fair grounds, including buildings	7,000,000
Estimated value of exhibits in exhibit places	2,000,000
Total	\$89,863,917

President Francis Honored.

Never in the history of the world has a private citizen been so signally honored as was David Rowland Francis, president of the Louisiana Purchase Exposition Company, to-day, when quite 400,000 persons went out to the world's fair grounds to show their respect and esteem for the man who had made the fair such a pronounced success.

Three out of every five persons met with were wearing Francis buttons with the words "Francis, the world's fair" inscribed thereon. The grounds were decorated with flags and bunting, while all business houses in the city, the exchanges and schools were closed for the day. That all who wished might pay honor to the one man, who, by his tireless energy, succeeded in making the fair a success.

In the morning there were parades in honor of Mr. Francis, the world's fair president, for the day and playing the rule of distinguished guest, where heretofore 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 a speechmaking gala and Mr. Francis blushed at listening to the unstinted praises showered upon him.

Silver Service Presented.

As a tribute of the respect and esteem in which he was held, the directors of the fair presented their chief with a silver service of 500 pieces and costing \$17,000. This service received the grand salute at the exposition and is of the Larose pattern.

In his speech of acceptance and thanks Mr. Francis admitted that one thing done at the world's fair about which he had not been consulted.

At night, while all the exhibit places were closed, the fair was taken off the world's fair and liberty took on the part of license, especially on the Pike, which was so packed with humanity that it was impossible to move. Here and there was a scene of merrymaking until midnight, where the last of the fair was held and the electric lights were turned off.

A detail of 500 police and plain clothesmen 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 hands full. Several women fainting in the crush and were hurried to the Emergency Hospital.

OPPOSITION TO CAR LINE

Chamber of Commerce Committee on Record in the Case of East Avenue.

Resolutions protesting against the running of street cars in the lower part of East avenue were adopted at a meeting of the Public Improvement Committee of the Chamber of Commerce, held in the library of the chamber yesterday afternoon. Henry C. Brewster, chairman of the committee, presided. The resolutions that follow were 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 may be for the permanent welfare of Rochester; therefore,

Resolved, That the committee on the introduction of street cars on East avenue from Main street to Union street, be and they are hereby authorized to take all proper measures to the end that East avenue be kept free from street cars and street car tracks.

The petition goes on to ask the speedy enactment of such legislation as will insure the enforcement of the primary requirements of the act.

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streets much narrower, where it double car tracks and where traffic in the least impeded.

Good Driveway Necessary.

"To be sure, the nature of East Avenue does demand that for appearance and convenience there be a good wide space for carriages between the car tracks and the curb. People living at the upper end of the avenue, who support fine carriages and automobiles, would naturally desire that the approach to their homes along a street as beautiful as East Avenue be made to correspond as closely as possible with other portions of the street. A few figures will suffice to show them that, should a double 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 no wise detracted from, while the benefits derived would be innumerable."

Mr. Danforth then spoke of the plan suggested by Dr. B. G. Saunders and Joseph Agram, both of East Avenue property owners, who are in favor of the street car tracks. Dr. Saunders made 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 that the street was wide enough to accommodate both the cars and the sidewalks. "If it is not," he said, "I would favor the taking of a couple of feet off 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 curb to the other. On a double street car track the distance from outer rail to outer rail is fifteen feet. The allowance made for the width 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.

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John M. Ives, Secretary.

Rochester, N. Y., November 28, 1904.

Average Street Width.

The average width given a street from one curb 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 25 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 are driven to one side at the approach of a car.

And in the event that the city should wish 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 contention that the sidewalks in East Avenue are much wider than is necessary is well supported. Only from seventeen to eighteen feet of sidewalk is found in the downtown business districts, where the street between curbs is fifty feet in width, while on East Avenue there is a broad expanse of thirteen feet of well kept pavement for the exclusive use of the comparatively few pedestrians 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 25 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 case of heavy storms in winter the snow thrown up by the snow plows in clearing the tracks would tend to render the avenue impassable. This contention is also well supported, but in the end the question resolves itself into two points—whether sufficient benefits would be derived from the car service to compensate for the few inconveniences which might result, or whether the inconveniences will outweigh the benefits in such a manner as to cause property owners to regret any action which will open up the avenue to street car traffic.

But as the matter has been under discussion for many years, and all property owners who have declared themselves in favor of it in that time have had opportunity to consider every phase of it, and as the majority announce themselves ready to sign every and all petitions presented which will help the matter along, it is obvious that they are willing to assume all risks of future unhappiness and discomfort which may result from their action.</

committee that the contemplated introduction of street cars on East Avenue from Main Street to Union Street, or to Alexander Street, would be unwise and distinctly detrimental to the ultimate interests of the property owners along the proposed route not only, but to the development and good of the whole city.

"Resolved, That the public improvement 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 proper measures to the end that East Avenue shall be kept clear from street cars and street car tracks."

WORK BEING RUSHED

Small Host of Men Setting Up the Great Standpipe.
Mains of New Water Company Laid 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 are highly satisfactory. The machinery in the pumping station at Flinkeys Bluff has been in operation several days and, as far as can be learned, has worked satisfactorily. Resident Manager Clark told a Post Express reporter this morning that President Harry Bowers Mingle will probably be here Wednesday. It is believed his visit has to do with the format 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 performed by the American Pipe and Manufacturing company.

Work on the big standpipe on Cobbs hill is progressing rapidly. The iron work has arrived and a small host of 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 new way is crossed by the 24-inch pipe over a steel causeway with a span ninety-two feet in length. It was found necessary to make an abrupt rise 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 track and the water from Charlotte is taken off the line. A large valve where a 12-inch pipe runs under and between tracks three and four and is called a steel causeway.

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 Seio streets where the right of way made the deviation necessary. From Brighton to Fairport the pipe is to be twelve inches in diameter. The line is laid with 20-inch pipe from Charlotte pumping station to Brighton with the exception of the river crossing.

Commercial Invasion of the 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 next Monday night at 8 o'clock next Monday night, Dr. John M. Clarke, geologist of the State of New York and director of the State Geological Survey, will give an address on "The Commercial Invasion of Niagara Falls." The lecture will be illustrated with stereopticon views.

Lecture on Niagara Falls.

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NOTICE OF ANNUAL MEETING

Notice is hereby given that the Annual Meeting of the Rochester Chamber of Commerce will be held in the rooms of the academy, Monday, December 12, 1904, at 8 o'clock P. M. for the purpose of electing officers and directors for the year 1905. The meeting will be held in the rooms of the academy, Monday, December 12, 1904, at 8 o'clock P. M. for the purpose of electing officers and directors for the year 1905. The meeting will be held in the rooms of the academy, Monday, December 12, 1904, at 8 o'clock P. M. for the purpose of electing officers and directors for the year 1905.

CHRONICLE.

CLINTON ROGERS FOR PRESIDENT OF CHAMBER

His Name at Head of Ticket Prepared by Nominating Committee—Names 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 chamber yesterday afternoon. The committee, which was appointed at the last monthly meeting of the trustees, is composed of John F. Alden, J. DeWitt Butts, C. W. Trotter, Abram Katz and G. Schminke. Those whose names followed were unanimously nominated after a session of an hour and a half.

President—Clinton Rogers. First vice-president—Robert F. Ashley. Third vice-president—C. E. Garfield. Treasurer for three years—J. W. Alden, William H. Bower, Michael Doyle, Jacobson, Max Lowenthal, H. W. Morgan, J. Y. McClintock, John McFarley, E. E. Reed, William S. Riley, George E. Roth, H. Shantz, C. Walter Smith, Albrecht Vogt, Philip Yawman.

Trustees to fill vacancies—F. J. Amodeo, George C. Ball, A. T. Hagen, George W. Rafter, William A. Scherlauer. There are fifty-four trustees, and eighteen are elected each year, with others 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 history 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

Matter Prepared by J. Y. McClintock Sent to Railroad Companies. Is to be Another Conference, Say Chamber of Commerce Officials.

The six railroad companies to which a proposition to establish a steam belt line in the Genesee valley was made at a meeting called by the Chamber of Commerce Friday morning, November 18th, have not yet said whether the plan is practical and whether they purpose adopting the suggestion. The idea was advanced by J. Y. McClintock, county engineer, and was endorsed by the Chamber of Commerce, which appointed a special committee to confer with representatives of the six railroads that might be concerned in such an undertaking. The committee is composed of J. H. A. Silley, L. R. Ross and Charles F. Chapin.

Mr. McClintock prepared an outline of the proposed route for use at the meeting on November 18th, and has since illustrated 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, Pennsylvania, Buffalo, Rochester & Pittsburgh, Erie, and Delaware & Mount Morris.

"Has anything developed in the belt line proposition?" Mr. McClintock was asked yesterday afternoon.

"I have been very busy 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 railroad people. They have been sent copies of the outline of the proposal and prints illustrating it."

"Is there likely to be another conference?"

"I think there will be after a time. Mr. Ives has that matter in hand."

"Do you think the railroads will consider 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 of Commerce, said:

"We have sent the companies a verbatim report of the conference and blue prints, but they have not noticed 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 the plan."

L. P. Ross, who presided at the meeting on November 18th, when asked what progress had been made towards obtaining the belt 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 railroad companies that they have received this matter. Two companies have written that they have received the address and prints. The plan suggested was a

ESTIMATES ARE MUCH TOO LOW

Opinion of Contractor on Barge Canal Figures.

Among the contractors who have examined the preliminary estimates of the state advisory board of canal engineers with a view of making bids on contract 6 for the excavation of more than three miles of barge canal within the city, are Whitmore, Rauber & Vichens and Casey & Murray of this city. When asked by a Post Express reporter this morning to give his opinion on the preliminary figures of the State Advisory Board as included in the preliminary estimate for this contract to be awarded December 17th, Valentine F. Whitmore said:

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 Superstructure in Bad Condition—The Repairs Needed.

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 crib substructures of both piers was made by divers from the shore lines lakeward. The examination showed that in cribs 233 linear feet of the west pier, and in a dangerous condition, due to the crib walls and cross ties being partly or wholly gone below water down to the depth of eight feet, and the stone filling washed out or below water level and now being outside of the cribs.

"The remainder of the crib substructure, built in 1829-1834, aggregating a length of 2,500 feet, was found to be in a weak and unstable condition, clearly indicating 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 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 full extent of the project is advisable.

"The channel maintained between the piers and to deep water in the lake is 3,500 feet long, and requires dredging annually on account of filling, caused by deposit of material in suspension, and also because of sand drifting into the channel from the lake.

"The crib substructure underlying about 2,500 feet of the piers was built in 1829-1834, and is of such poor construction that the crib-wall timbers are gradually 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 rotten. 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, will be rebuilt under special allotment of \$250,000 from the appropriation carried by emergency river and harbor act of 1904.

"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 delay. The piers are well settled down, but require extensive repairs to the crib substructure, and should, when repaired, receive concrete superstructure instead of being rebuilt 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 entrance piers at all of the harbors on Lake Ontario, except Oswego.

"For ordinary maintenance and dredging there will be required \$7,500, making the total amount required for the next fiscal year \$145,000."

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NOT FAVORED BY PRESIDENT YATES

BELT-LINE IDEA DOESN'T APPEAL TO HIM.

ALL THE TOWNS TOO SMALL

Railroad Suggested by County Engineer Would be Operated at a Loss, Says Head of the Buffalo, Rochester & Pittsburgh Competition

President Arthur G. Yates, of the Buffalo, Rochester & Pittsburgh Railroad Company, was asked yesterday for his opinion as to the feasibility of the belt line proposed by County Engineer J. Y. McClintock, and which has been taken up by the Chamber of Commerce. It is evident from Mr. Yates' replies to the questions put to him that he fails to see the need for such a line, and does not believe that it could be made a paying venture.

In answer to the question as to whether he considered the plan feasible Mr. Yates said:

"If Mr. McClintock can tell me what possible use Rochester has for such a road I shall be interested in having him do so. It is all a question of the number of persons who would use the facilities if they were at their disposal. I don't believe there are, on the average, more than three or four people a day who come from Scottsville to Rochester. There are no towns of any considerable size which would be connected with each other and with Rochester by this proposed road, and are all such small places that the number of people accommodated would be too small to be worthy of consideration.

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NOT FAVORED BY PRESIDENT YATES

BELT-LINE IDEA DOESN'T APPEAL TO HIM.

ALL THE TOWNS TOO SMALL

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Candidates Nominated for Officers of the Chamber of Commerce



CLINTON ROGERS.
For President.



ROBERT A. BADGER.
For First Vice-President.



EGBERT F. ASHLEY.
For Second Vice-President.

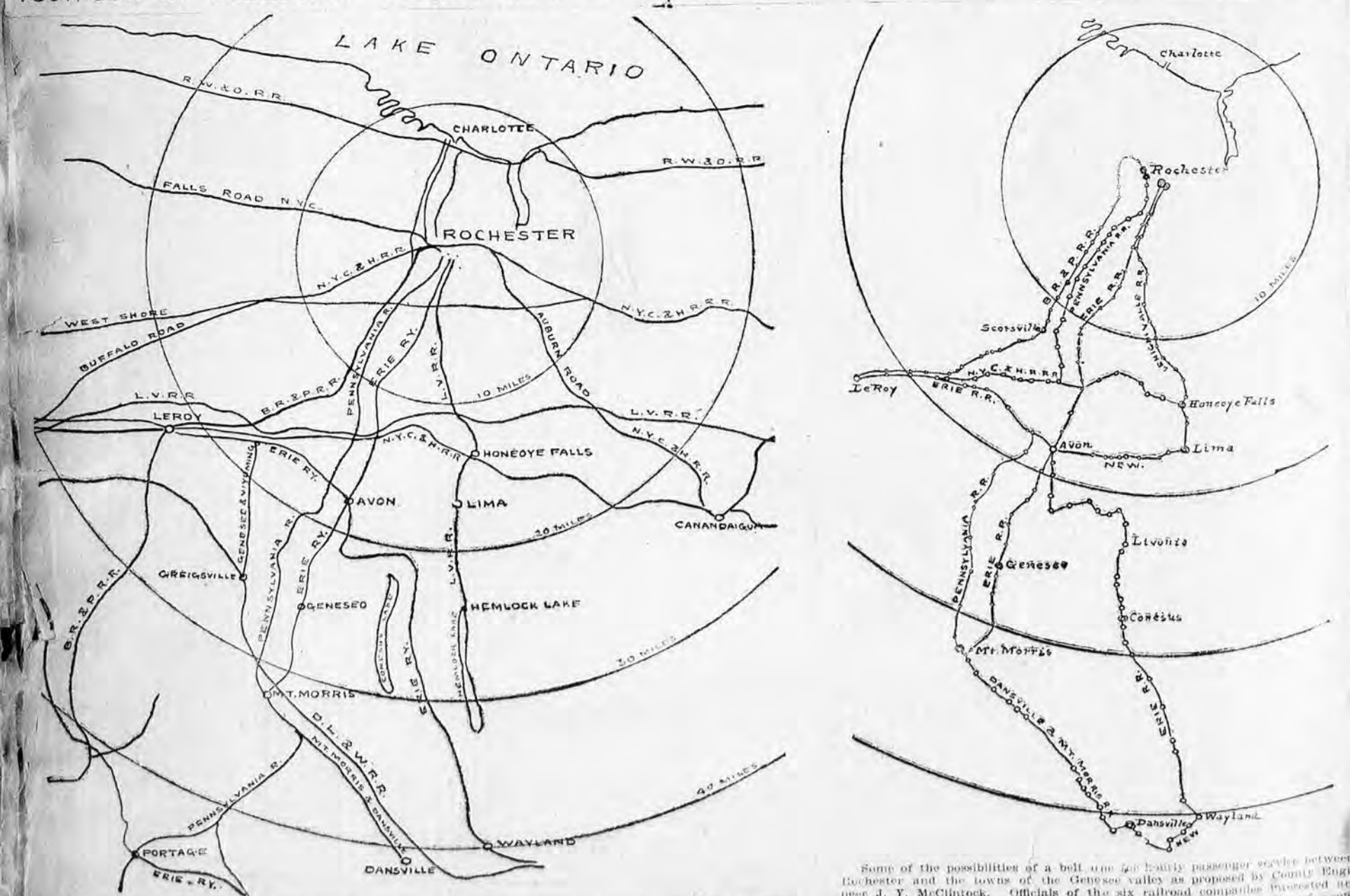


CHARLES F. GARFIELD.
For Third Vice-President.

The Post Express.

ROCHESTER, N. Y., FRIDAY AFTERNOON, DECEMBER 9, 1904. WEATHER FORECAST: SHOWERS AND BREEZY.

Network of Railroad Tracks and Belt Line Possibilities of the Genesee Valley



The Genesee valley is crisscrossed with railroad 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 Buffalo and leading citizens of Dansville, forty miles away, go to New York more often than they come to Rochester.

DESTRUCTION OF FALLS IMMINENT

SO SAYS JOHN M. CLARKE, STATE GEOLOGIST.
Dec. 13, 1904.
AMERICAN 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

The proposition that Niagara Falls is in danger of being destroyed by the diversion of water 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 the assembly hall of the chamber last night. The destruction of the American Falls, Dr. Clarke said, seemed imminent, and he urged that, if it were not already too late, something should be done to prevent this.

The lecture was illustrated with the stereopticon. A number of beautiful views of the Canadian and American falls were shown, and others presented the geological structure of the Niagara district and probable conditions in former ages, by which natural tendencies at this time were illustrated. The views showing how greatly the waters of the river were being diverted by the power companies, what material changes this was bringing about in the river and consequent marring of its scenic 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 Commercial Invasion of Niagara Falls." The lecture follows, in part:

Destruction by Natural Forces.
"Niagara Falls, the most sublime of Nature's works, is in danger of destruction. The public has often been told that the falls, by their own action in undermining the cliff from which they fall, are committing suicide, and this warning has become familiar. But this is something the human hand is powerless to prevent, and a process going on so slowly as to be hardly apparent from one generation to another.

"To the geologist, Niagara Falls is a chronometer which has measured the rate at which certain natural processes are carried forward, and he has found, after most careful analysis, that the falls, if left to themselves, will cut their way back 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.

"The same rate of retreat will carry the 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 Chicago rising about one inch in twenty years. If this continues the discharge will start through an ancient channel southward from Lake Michigan, and all the water will be spilled out of Niagara River by the set of flow southward and the escarpment from which the water falls will be left bare long before it can work its way back far beyond Goat Island.

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 to the full capacity permitted by their charters, leave the American Falls dry as a bone. This is an immediate menace to the falls and calls for the most serious consideration and prompt action, unless the American people are content to lose the world of its greatest natural wonder.

"People who still believe the world was made solely for the use of man have been known to stand before the magnificent cataract and lament the waste of power there displayed. Accomplished hydraulic engineers have been known to speak slightly of any danger to the falls from the operations of the power companies. But we have to face the following facts, part of which are drawn from the charters of the power companies and the reports of their engineers.

"Let us bear in mind that the sill of the falls on the American side is ten feet higher than at the Horseshoe cataract. The volume of water falling over the falls has been estimated as approximately 224,000 cubic feet per second, equivalent to a potential horse-power of 3,800,000. Let it be noticed that in the estimates used by the engineers of the power companies the potential horse-power is commonly stated to be between five and six million, an error which has arisen in some obscure way and is of serious nature in arriving at estimates of the amounts which can be developed without injury to the scenic features of the falls. It is an important fact that but one-fourth of the entire volume of water falls over the American falls and when one-fourth of the water of the river and its equivalent horse-power is abstracted the American falls will cease to exist.

Many Companies and Great Waste.
"Let us now consider the situation. New York has chartered nine companies for the manufacture and sale of power. None of these makes any return to the state for the privilege, and but two of these are at the present time producing and selling power

and that far within the limit of their franchises. Power is now manufactured by these American companies with a tremendous waste of water, as one may see by the present condition of the tail race 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 fortunately they are in large part dead. One, however, is showing signs of life and our attention may be directed to it again presently.

"Last year the two American power companies consumed 16,500 cubic feet of water per second, taking it from above the falls and expelling it below. These companies are now both enlarging their capacity preparatory to meeting the market demand for their power.

"The situation is more serious on the Canadian side. The province of Ontario has found it expedient to meet the expense of the maintenance of Queen Victoria Park by granting franchises to three companies that will pay a very handsome return for their privilege. These three companies will consume, when running to their full capacity, 48,000 cubic feet of water per second. Visitors to the falls during the past year will have observed the unspeakable disorder on the Canadian side in the construction of the works of these three great companies. They have run their wing dams and permanent constructions far out into the river and left the rock bare where once the river moved in silent majesty. Dufferin Island and its neighbors are out of existence now, but we are assured that the natural beauties of the stream on the Canadian side are to be improved by these operations.

To Divert One-Third Total Water.
"Be that as it may, Canadian engineers have already proceeded to locate other possible power plants which, by their figures, are to consume, in addition to the foregoing, the 22,000 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 64,500 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 capacity they will have passed the death knell of the American Falls. Add to this sum that which it is proposed to withdraw by additional Canadian developments and we shall have a sum total of 78,500 cubic feet per second and the water taken will be more than one-third of the total water in the river.

"For any one to go to Niagara Falls today and see the tremendous body of water falling over the cataract will seem to him to laugh at these figures, but it must be borne in mind that the water now abstracted from the falls is a comparatively small figure and can hardly produce any apparent effect upon the volume of the water. The present and contemplated conditions are very different.

"In 1894 the Legislature of New York gave a charter to a company which proposed to dig a canal from above the falls at La Salle, carry it by canal to Lockport and empty it there into a creek which runs into Lake Ontario.

People Alone Can Save Falls.
"The charter of this company required that it should begin work in good faith within ten years, but it came to the Legislature of New York asking an extension of its charter and increase of its privileges. It was by this permitted to take unlimited water from above the falls for the manufacture of power. The bill was passed by the Legislature and a tremendous pressure was brought to bear upon the Governor to sign it. He refused, and the bill was vetoed. It was vetoed six days before the expiration of their charter rights and they had but six days to begin work in good faith.

"This company has now increased its capital stock and it is reported in the public press that it will carry on operations under its original charter. The new company is not needed to put an end to Niagara Falls, they will die early enough without its aid.

"The last Legislature of New York passed a concurrent resolution requesting the President of the United States to enter into treaty relations with Great Britain to prevent the further abstraction of water from the Falls. I fear the resolution has come too late unless public sentiment makes vigorous protest against the further demolition of this great natural wonder. Only the general outcry of the people can, in my judgment, now save the Falls." D. C. C.

The Railroad Lobby.
"The collection of the Interstate Commerce Commission that Congress ought to invest its authority with the power to fix railroad freight rates has raised a hue and cry among the railroad attorneys, 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 enactments 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 of 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 discrimination.

tion. He furthermore calls attention to the fact that the railroads are as well entrenched 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 recommended by the President. I supported that bill in the Interstate Commerce Committee, but was outvoted 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 reviewed by the courts, but absolute power to determine the uniform classification of freight, which would be the same on all railroads and which thereby would put an end to one of the most common methods of raising rates and making discriminations, which as to after classification of freight in pursuance of an agreement between the common carrier and certain shippers whom the railroad desires to benefit."

Senator Cullom explained to the correspondent further the history of the fight 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 original 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 Republicans he had behind him was Mr. 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 lines as now recommended by President 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 Interstate Commerce Committee; and Mr. Keam of New Jersey, with Senator Gear of Iowa, who has since died. The two former Republicans had some help 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 chairman of the committee Mr. Cullom presented this report April 26, 1900, and the amendment went on the calendar 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 chairman of the committee he was obliged to present 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 Keam, each of whom voted against Cullom's amendment in 1900, and Elkins 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.

AGAIN POSTPONED

New Forms of Uniform Bill of Lading Will Not Go Into Effect Until

Secretary John M. Lee of the Rochester Chamber of Commerce received this morning a letter from P. E. Goodrich, secretary of the National Hay Association, in regard to the new forms of the uniform bill of lading, which have already been postponed several times and now seems to be scheduled for another delay.

The letter said in part: "The forms of uniform bill of lading and rules pertaining thereto, established by official classification No. 26, January 2, 1895, are hereby temporarily suspended and will not be enforced until April 1, 1905. In the meantime rules pertaining thereto, as established by official classification No. 26, will continue in effect."

"The form of the bill, provided for by official classification No. 26, which have been printed, or hereafter may be printed, by shippers, will, however, be accepted, as is now done from all shippers and by all carriers who may desire to use them."

Commissioner of the Organization, a Former Postmaster of Cleveland, Pays Rochester a Visit—Discusses Interstate Commerce Law.

Alfred Travers Anderson, postmaster of the city of Cleveland, during the second half of the administration of President Harrison and the first half of the term of his democratic successor, at present commissioner of the National Board of Trade with an office in Washington, was in town on business today which may result in the Rochester Chamber of Commerce eventually joining the national organization of commercial bodies which is now in session. Mr. Anderson talked of the organization and work of the National Board of Trade to a Post Express reporter who met him this morning in the rooms of the Chamber of Commerce. It was organized about 35 years ago and has its official connection with the Federal government. It has a membership of about fifty chambers of commerce organizations in the larger cities of the country. Twenty-five years ago it began the agitation in favor of legislation which should result in the creation of a department of government, the special business of which should be to lend an attentive ear to the needs of the commercial interests of the country. This agitation was finally crowned with success in the creation of the department of labor and commerce a few years ago. Said Mr. Anderson this morning:

"Although 25 years may be thought to be a long time to wait for beneficial legislation, it must be remembered that governments move slowly, especially a government like ours which is only a government of 'average public opinion,' as Tom Reed once expressed it.

"The National Board of Trade is deeply interested in the movement to make more effective the work of the Interstate Commerce commission. At the time it was created, this commission was supposed to be vested with the power to regulate freight rates and did so until 1897 when the Supreme court decided it was unconstitutional for it to do so. Since then rebates and discrimination have been carried on by the railroads in a way to make them most oppressive to individuals and communities. This matter will undoubtedly come up at the annual meeting of the National Board of Trade in Washington, January 17th.

Mr. Anderson paid a flattering tribute to Congressman Burton of his home town, Cleveland, with whom he is on terms of intimate friendship. The matter of the improvement of Charlotte harbor, he thought, was sure to become an accomplished fact, speedily, if Congressman Burton was concerned in its promotion. Mr. Anderson did not have like words of commendation for Tom Johnson, the present mayor of Cleveland, whom he characterized as "a fish job in politics" and "a political circus rider."

VANBERG COMPANY LOCATED.
Temporary Quarters Offered in Century Camera Company's Building.

The announcement that the Van Bergh Silver Plate company was unable to secure even temporary quarters for continuing its business which was interrupted by the fire of last Sunday in the Roby building in Main street west, and that falling to find accommodations in Rochester the company would be obliged to remove from the city, the Chamber of Commerce has been endeavoring by every means to find quarters here in order to retain this important manufacturing plant for the city.

SHORT BARGE CANAL ROUTE

Post Express Dec 13, 1904
Mayor and 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, 1490 Lake ave-
nue, has evolved a plan for a barge
canal route through this city which he
believes solves some at least of the prob-
lems 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 en-
gineers who laid out the route of the old
canal were of the same opinion and in-
stead 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
curve at Caledonia avenue and cross the
river by aqueduct, which necessitated a
sharp turn to the right immediately af-
ter 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 thor-
ough 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 re-
porter this morning, Mr. Robinson said:

Objections to South Crossing.

"On June 15th last I 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 15th of this
month a contract is to be awarded for
the construction of the section of the
barge canal from South Greece to Lin-
coln 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 Genesee river in the
vicinity of Genesee Valley park will in-
volve certainly an expense of another
million of dollars.

"Over two and one-half million dollars
and the construction of many railroad
bridges en route with dangerous incident,
and enveloping the entire western por-
tion of the city with its millions of
property and thousands of lives. For
what? To reach the Genesee river and
cross it in a manner which, it is stated,
was condemned by the engineers who
constructed the Erie canal.

The Problem Presented.

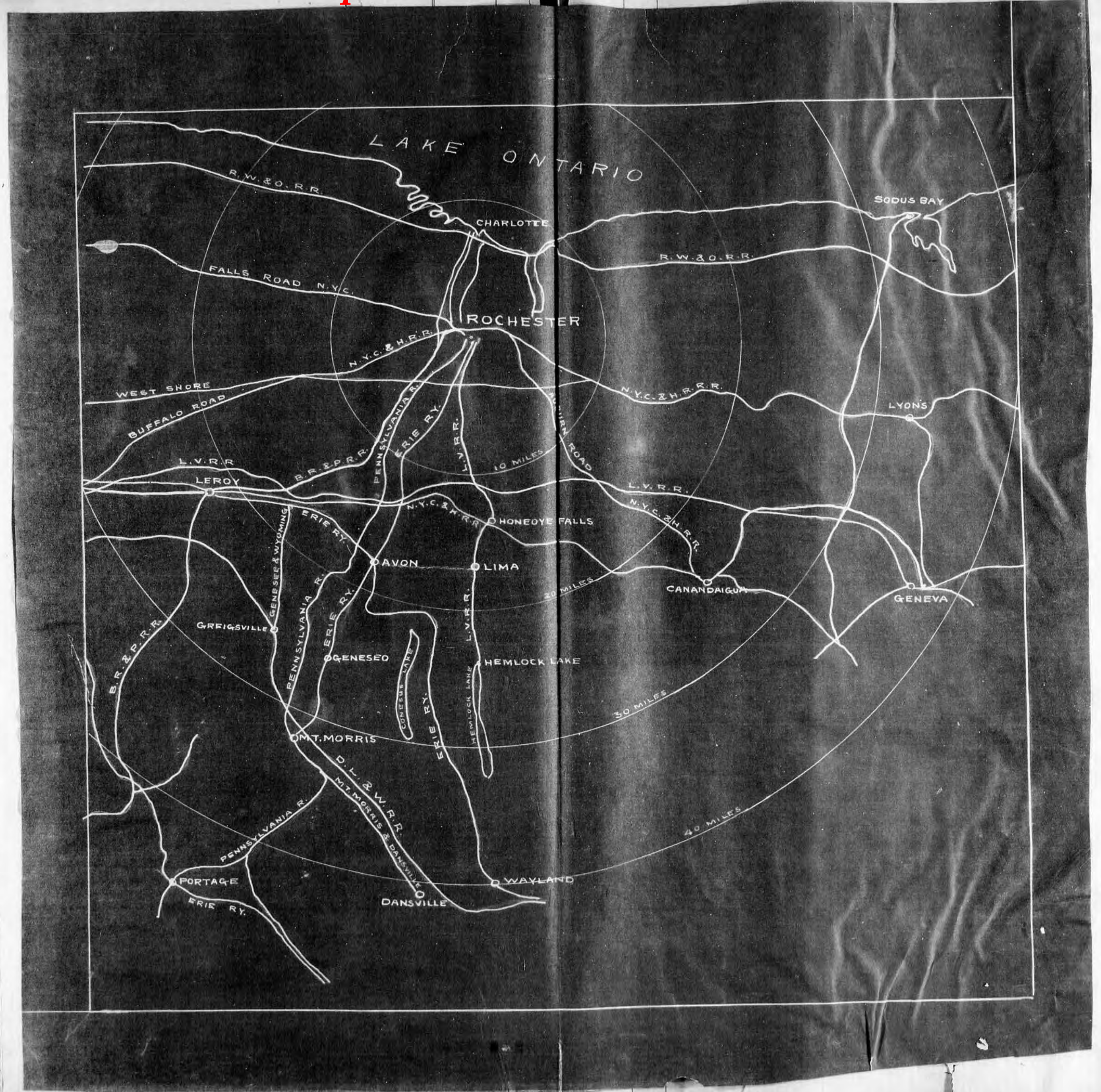
"Under these circumstances I deem it
my duty to call attention to my plan for
a northern crossing which will avoid
six miles of canal construction and effect
a crossing of the river at a point only
500 feet from the present canal on the
west, fully 2,000 feet further eastward
than the junction near Genesee Val-
ley park, and along such route as would
easily connect with the International har-
bor, 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 con-
tract next Friday until a further con-
sideration is made.

"The problem presented," said Mr.
Robinson, "is this: To connect the canal
west with the portion east of the city by
the most direct route, crossing the river
at a narrow place; utilize the present
canal to a point as near 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 bot-
tom sufficiently below the surface to al-
low road crossings with fixed bridges;
the canal to pass over the east side
trunk sewer and to avoid any large
buildings.

Mr. Robinson's Plan.

"To fill these requirements I would
start the new portion of the canal at a
point in the Erie canal at the north line
of the lands of the State industrial
school; extending thence eastward across
the river to a point within 200 feet of
the eastern boundary of the city; thence
south and east by curve to about 200
feet east of the Culver road; thence south-
easterly nearly parallel with Culver road to
the Glen Haven railroad, to intersect
lock 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 Troutmont bay and the Fed-
eral government might be induced to ex-
tend a branch canal to that bay, for
shipping purposes.

"This line would extend eastward
from the State industrial school under
Baker, 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 Home



Watertown and Ogdensburg railroad to
Clinton avenue, thence through a tunnel
for about a mile to Hollister street,
thence in an open cut under Portland
avenue, Unit street and Goodman street
to Morton street; thence by curve to the
Glen Haven railroad.

Advantages to State.

The state would have a stable canal;
every bridge would be fixed and there
would be no expense for maintenance
and no delay to navigation; every cubic
yard excavated could be conveyed di-
rectly to where it is needed and where
it would be of value; it would enhance
greatly the value of the State industrial
school property which if canal is other-
wise located would be sold at a sacrifice;
the distance is less than that of any
other route proposed.

Advantages to City.

The city would have a stable canal
with fixed bridges; a canal providing
three places at different elevations, for
dockage and all which is reasonable in
size of the business portion of the city;
two on the west side of the river and
fully three-quarters of a mile of dockage
on the east side of the river, near water
level from Goodman street eastward;
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 barge
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 east of
Goodman street is available for the same
purpose, having water gates opening in-
to the east side trunk sewer. This sec-
tion finished, and all building facing it,
under the supervision of the city, would
insure as fine a canal section as exists
in the world.

City Engineer to Report.

Mr. Robinson's plans and drawings
have been submitted to Mayor Cutler
and by him have been referred to City
Engineer Fisher who will make a report
to the mayor concerning them. It is un-
derstood that the city engineer will re-
port that the plans are feasible, but
Mr. Fisher will probably suggest that
such a route as is proposed by Mr. Rob-
inson would be more practicable if a
tunnel were proposed and if all con-
struction were in open cut. Mr. Rob-
inson says this change could easily be
substituted.

Mr. Robinson suggests that as another
bridge across the river is needed between
Driving Park avenue and Vincent street,
a structure could be erected in the in-
termediate space between the top of the
proposed aqueduct and the top of the
river banks. He also suggests that in-
stead of the tunnel proposed for the sec-
tion of the new canal an open cut en-
tirely be made so that buildings for business
purposes could be erected along the
banks of the cut. He has made detailed
drawings of his plan.

The aqueduct would be 10 feet in
length and 50 feet above the river.

Mr. Robinson calls attention to the
fact that his plan would make it con-
venient to handle partial boat loads
and that in case of small consignments
it would not be necessary to haul boats into
the center of the city by other plans
that have been proposed.

VAN BERGH CO.
MAY MOVE OUT
Reported Dec 17, 1904
Officers Have Been Unable to Get
Floor Space in Any Building 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 re-
ceived 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 if 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
employees spend about \$100,000 a year in
wages here.

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 man-
ufacturing part of the business.

The company's needs have been placed
before Secretary Ives of the Chamber of
Commerce and he is busy interviewing
members of the chamber who have fac-
tories 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 man-
ufacturing 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
been ordered and if the company can get
space it can resume business shortly. It
has many orders to be filled immediately.

The company is interested in making
and Buffalo
express cars,
our service

ATION AT RIGNEYS BLUFF.

[illegible]

Historic Scrapbooks Collection

178 ADVERTISER: TUESDAY,
DECEMBER 20, 1904.

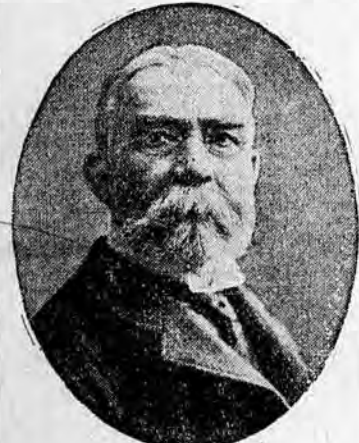
SECRETARY IVES GIVES ANNUAL REPORT

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—Pro-
ceedings of Annual Meeting.

The development of Rochester in busi-
ness and many other ways formed the
theme of a most interesting and enthu-
siastic gathering held last evening in the
assembly hall of the Chamber of Com-
merce building, when the seven-
teenth annual meeting of the Chamber
of Commerce 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 the
past year was given by the secretary of



CLINTON ROGERS,
President Chamber Commerce.

the Chamber, John M. Ives. In his re-
port 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:

"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 connec-
tion 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 organiza-
tion, 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-
merce.

ing his motion was seconded by Col.
James C. Graham, and Mr. Ives cast a

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 Oumpaugh
George W. Rafter
William A. Sutherland



EGBERT F. ASHLEY,
Second Vice-President Chamber Com-
merce.

lons, or more than five times the capacity
of the present Highland reservoir.

The efficiency of the fire department
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. 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 erec-
tion.

Regarding the water supply, the secre-
tary stated that the local system, in its
present perfected condition, is not
equaled anywhere. The new city reser-
voir on Cobbs hill, when completed, to-
gether with the large pumping station
recently constructed by the Rochester
and Lake Ontario Water Company at
Riley's bluff, will increase the avail-
able capacity by nearly 130,000,000 gal-

lons, or more than five times the capacity
of the present Highland reservoir.

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 Genesee
valley, which will lessen the menace of annual
floods and supply the city with 50,000 con-
tinuous horse power for manufacturing
purposes.

Attention was called to Rochester's
grand system of parks as they are pre-
sented, and indications noted of further
prospective improvements, including the
proposed removal of sewage now enter-

ing the river below the lower falls and
the installation of a line of steam
pumps from Brewer's dock to Lake On-
tario, which will increase the capacity
of the city's water supply by a potent in-
crease to bring people to locate here per-
manently was the health condition. The
net deaths of citizens in Rochester dur-
ing 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. Dur-
ing the past year the deposits in the sav-
ings banks have increased nearly \$1,000,-
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 at-
tained 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 favor-
ably.

Following this, statistics compiled by
fire Marshal Walter, showing the in-
crease in building operations in the city,
were presented. 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.

The meeting was called to order
shortly 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 the
ballot, took occasion to remark that
Clinton Rogers, the nominee for presi-
dent, was one of the men who met in
the Mayor's office over seventeen years
ago and took preliminary steps toward
founding the chamber. He further com-
mented upon the loyal and efficient ser-
vice rendered by Mr. Rogers since that
time in everything pertaining to the
welfare of the chamber.

The New Officers.

Following 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
president, C. F. Garfield; trustees to
serve for three years, Levi Adler, Wil-
mott Castle, Alvin H. Dewey, Michael
Doyle, J. J. L. Friederich, J. George
Kaelber, Max Lowenthal, A. B. Lamberton,
J. Y. McClintock, George F. Roth, Wil-
liam S. Riley, E. P. Reed, C. Walter
Smith, M. B. Shantz, Albrecht Vogt,
Philip Yawman; to fill vacancies, F. J.
Amsden, George C. Buell, A. T. Hagen,
Henry S. Mackie, Charles Herbert
Oumpaugh, George W. Rafter, William
A. Sutherland.

Secretary Ives then read his annual
report, which was even more ex-
haustive than usual and was received
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 reason 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
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 rea-
sons 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 in-
fluence and effectiveness of the body.

Regarding the water supply, the secre-
tary stated that the local system, in its
present perfected condition, is not
equaled anywhere. The new city reser-
voir on Cobbs hill, when completed, to-
gether with the large pumping station
recently constructed by the Rochester
and Lake Ontario Water Company at
Riley's bluff, will increase the avail-
able capacity by nearly 130,000,000 gal-

lons, or more than five times the capacity
of the present Highland reservoir.

The efficiency of the fire department
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. This
will be further increased early in the
coming year by the arrival of a new
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It is a pleasure for me to speak on this subject tonight. Never before was there so much interest taken in the effort to extend relief to the poor who are suffering from tuberculosis and, thus, check its ravages. This is due to the knowledge that this disease causes one-seventh of the mortality of the country, besides immense depletion, poverty and misery. That it is a very contagious disease, but that it can be cured in its incipient and, with proper precautions, its spread among others may be prevented. The rich can, and do, effect a cure in the hospital, and go to the forests and mountains and sanatoria at home and abroad. This the poor cannot do. They must struggle along as best they can where they are. They break down, then, contagion spreads in the family; untold suffering ensues, and private and public charities are heavily taxed.

"I think that ultimately every county will have its tuberculosis hospital. 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 the private sanatorium, 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, because of its wider distribution and its insidiousness. We are here to ask you to take the initiative in creating a public sentiment that will lead the city to undertake the treatment of its poor who are suffering from the disease."

Deaths From Consumption.
Dr. Goler, who was the next speaker, said:

"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 persons affected by tuberculosis who are always to be found in this city. At that time it was shown that for a period of years more than three hundred deaths annually took place from consumption, more than 1,000 cases of consumption to be found within the corporate limits of the city.

"Where there 1,000 cases of smallpox in the city, the bodies of these victims would be covered upon the outside with herbage. The sense of sight and the sense of smell would be affected by these cases; for in smallpox the disease occurs upon the face and side of the body whereas in consumption the scars are left in form horrible reminders of the disease that has gone before. But in the 1,000 cases of consumption that do occur there are few scars upon the outside of the body, and scars are not to be seen. Scars are in consumption, and these scars and scars occur in the organs of the body, chiefly in the lungs, where they are far more dangerous to health and to life than in smallpox, though they are hidden from sight beneath the skin and the bones and muscles of the chest.

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 scars and abscesses are hidden from sight, and 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.

"I might say here that, if the ordinance against spitting on the sidewalks were enforced, a great good would be done in checking 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 poor people, think what it costs the municipality to provide mere existence, not only for the patients themselves, but for the dependent ones in the family.

"Consumption attacks men and women between the ages of 15 and 45 years, and it kills them most frequently during these age periods. The city is, therefore, called upon to support the consumptive in his slow process of dying, to aid in maintaining his family, and to take care of what good he is supported in his home, the larger number of people he endangers by infecting them with his disease.

Room for 70 Patients.
"No one realized more fully the magnitude of this municipal problem than the late Dr. Moore. He spent many days in an endeavor to solve this problem in soliciting funds, in driving over the neighboring territory looking for a site for a hospital for tuberculosis. He is now dead. Still his death shows changes have been wrought. The city has a plant fully equipped and capable of caring for seventy patients. If it is not used in caring for tuberculosis, it would remain idle. There is no doubt that there will be no smallpox in epidemic form for more than a quarter of a century. There need never be any smallpox if we uphold the vaccination law.

"Should a few cases of smallpox come, we have on the ground at the Municipal Hospital a fully equipped separate plant capable of caring for fifteen patients and ready for immediate use. The question of providing for smallpox is a matter that, therefore, need not be considered. It is rather what shall we do for consumption. This is the problem in other cities; this is the problem here.

"It has already been demonstrated that in the course of a few months we may discharge 50 per cent. of our cases; not cured, perhaps, in the sense that every vestige of the disease has been removed, but restored to health and ready to carrying on their life, able to maintain themselves, and, in case of attack, and in maintaining their families.

"When a patient is discharged from the hospital, he is really paroled, and a copy of the case is sent to the physician 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 relapses of the disease.

Not Medicinal Treatment.
"At the hospital the treatment has consisted in a life in the open air both day and night, in rest and in food. The treatment at the hospital is not medicinal, because it is not believed that any medicinal treatment has yet been discovered that has a curative effect upon tuberculosis. (Of that I may say there is hope. The hospital is used rather as an institution in which education in right living is imparted, and the patients have become diseased with consumption because of their wrong living. When patients enter the hospital we have their teeth attended to, to make them good chewers of food; their noses and eyes receive a necessary attention, and they are taught how to breathe so that they may become better breathers.

"The municipality might make this plant a place where sick persons might be sent to health, to work and to earning power. The main question now is, as Mr. Adams has put it in the January Meeting, in his article on tuberculosis, 'Shall private philanthropy take the place of public responsibility?' Shall this establishment be supported by private subscription, or shall the municipality provide for those dependent and dependent sick?

"The work at the Municipal Hospital has been the heavy burden of the use of the Municipal Hospital for the tuberculosis work of the Public Health Association.

"I come here to ask an expression from the business and professional men of this city, and the physicians who have been invited to speak here.

Money Loss by Disease.

Figures compiled by Dr. Joseph Robey, presented by Dr. Goler in his address. Because of illness Dr. Robey was unable to be at the meeting. These figures follow:

Average age of death of 300 cases dying from tuberculosis is 35 years; average expectancy of life at 35 years is 30 years; average value to state of each life, the amount saved per year being calculated as \$100, is \$3,000—average value of 300 lives, \$900,000. Average loss to the community, buying medicines, doctors' bills, etc., \$250—average loss for 300 cases, \$75,000. Total loss, \$975,000; or about \$1,000,000. Dr. Goler, who is chairman of the Poughkeepsie Committee of the Public Health Association, has received a number of additional subscriptions to the tuberculosis fund. Recent subscriptions as follows: Sibley, Lindsay & Co., \$25; A. J. Katz, \$25; R. L. Willis, \$25; Miss Linda Morse, \$25; W. R. Seward, \$10; E. W. P. \$10; Mrs. E. W. Muligan, \$5; Mrs. W. J. Curtis, \$5; Mrs. E. T. Curtis, \$5; Dr. L. W. Howick, \$2. Previously acknowledged, \$655. Total, \$853.

JANUARY 10, 1905.
VERTISER: TUESDAY.

PRESIDENT ROGERS' FIRST ADDRESS

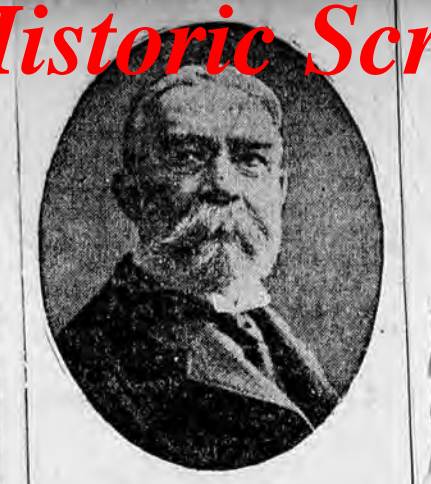
Suggests Many Lines of Work at Chamber of Commerce Meeting.

Resolution Adopted Indorsing Action of Mayor Cutler and Common Council Concerning Milk Ordinance.

County Engineer McClintock Proposes Independent Company to Operate Genesee Valley Belt Line—Smoke Nuisance Discussed.

The first meeting of the corporation of the Chamber of Commerce this year was held in the assembly hall last evening, and many important business topics were discussed. In his address touched upon the need of inducing large manufacturing plants to locate in the city, the advantages of a storage dam in the Genesee river, of the great benefit which Rochester would derive from better railroad facilities in the Genesee valley, and the desirability of supplying water, manufacturing purposes at a lower rate, than for domestic use. Mr. Dunn, thanked 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 heartily thank you for the honor you have done me in electing me your



CLINTON ROGERS, President Chamber of Commerce.

presiding officer for the present year. I realize the difficult task before me in following my worthy predecessor in office. However, I shall do all in my power to keep up an interest in the chamber, and in the objects for which it stands, and in the objects which have been entrusted to me. We can point with pride to what has been done by this organization in the past. The Rochester Chamber of Commerce stands for progress and the 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 members. Most of you, no doubt, have read Mr. Ives' report for last year. If you have not done so, I hope you will read it. It leaves little for me to say except to further emphasize a few of the points referred to by him.

"We ought to have more members. We are now about 400. We ought to have twice that number, and if the matter 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 cannot fail of a large increase in membership. 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 more interest in the organization and bring others in—both present members and new ones?

"This organization has been trying for 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 year will, we trust, enable us eventually to attain this much desired object, one of incalculable value to the manufacturing interests of Rochester.

"Electric roads are rapidly increasing in number over the country, and we should encourage their entrance into Rochester from all directions, always properly safeguarding the city's interests.

"We should make every effort possible to attract 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 has become a mark of quality 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 honorable mayor is doing good work in getting improvement in city street car service and the chamber should support him in his efforts, and for both the matter of railway freight, and the fact that the Chamber so as to have the by-laws of the Chamber of Commerce adopted at the last meeting of each month instead of on the last Thursday.

At the close of the meeting luncheon was served by Teal.

Chamber of Commerce.
An unusual interest was manifested in the meeting of the Chamber of Commerce which was held last evening. Clinton Rogers, the new president, made an address which showed familiarity with the needs of the city and an earnest desire to bring about some necessary improvement.

He spoke of the need of a water dam, of the wisdom of suburban railroads, of the importance of offering inducements to manufacturing companies to locate here, of the desirability of abating the smoke nuisance, and said that water should be supplied to manufacturing companies at a lower rate. He also emphasized the importance of securing the membership of the chamber. At present the membership is only 400, whereas it should be 800 at least. The larger the membership, the greater the chamber's power for usefulness in the community. It has done splendid work in the past but is capable of still greater things.

The most important subject that President Rogers discussed was the health of the city. It was fortunate, in his opinion, that the city has such an excellent institution as the Municipal Hospital, erected for the treatment of smallpox patients, and he approved of the plan for using it, in the absence of smallpox, for the treatment of tuberculosis. The hospital has been used to some extent

for this purpose, but at the expense of the citizens who have contributed liberally toward the support of the work. But President Rogers urged that the city itself should supply the money. Several Rochester physicians approved of this suggestion. Dr. William S. Ely strongly urged the Chamber to take the lead in a movement for the support of a hospital for the treatment of tuberculosis—a disease that causes one-seventh of all deaths and yet is not curable, if treated in its early stages, but is preventable. He called attention to the fact that the rich communities seek the woods, the seashore, and the mountains, but the poor are compelled to continue the struggle for existence, must keep at work as long as they can, live in crowded homes, infect other members of the family, die in misery and distress, and cause an enormous tax upon public and private charity.

Dr. Goler said that if there were a thousand cases of smallpox in the city there would be an overwhelming popular demand that the community should be made free from the disease, but it seems very difficult to arouse the people to a sense of the danger from a thousand cases of consumption, scattered all over the city. Nevertheless the danger is very great, the disease spreads rapidly, and there is a dangerous lack of knowledge as to the care that should be taken by consumptives to check the spread of the disease. The longer a consumptive 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 persons from consumption annually.

The chamber adopted a resolution approving of the use of the Municipal Hospital for the treatment of consumptives and urging the city authorities to appropriate the necessary funds. We think the public is ready for this expenditure, and will approve of liberal appropriations, and that the work should be started at the earliest opportunity.

Water Storage.
"We have to-day the best possible water in the world, and we intend to keep this supply unimpounded. We shall need all this eventually for household purposes. For manufacturing purposes we should have water cheaper than four cents per foot, and we should have a city should supply such water at a lower rate.

"The matter of quicker service on the railways doing business in the Genesee valley will be brought up at County Engineer McClintock's report this evening. This question is an important one to Rochester and has received attention from the chamber at a conference held in November at which the six railways were represented, together with representative business men from the towns in the valley.

Ravages of Consumption.
"All will admit that the health of a city is of paramount importance to its progress in all other ways. Though the mortality records show that Rochester is one of the healthiest cities in this country in the matter of health, there is still room for improvement in this respect. In common with other cities we have to contend with a deadly contagious disease daily menacing the health of our people which, though it may not very greatly affect the comparative death rate, yet it causes a heavy toll in the way of suffering and expense. At the present moment a way lies open to us by which we may combat this dire disease and increase the healthfulness of our city. A fine hospital for the care of contagious diseases, in case of a scourge of such disease as this, is of immense importance to the community. It is 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 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 seem to use excellent judgment, about six months ago turned this municipal hospital over to the health board for the purpose of placing there cases of incipient tuberculosis, and a few public spirit citizens have given money to the board to place there cases up to about March 1 next. It is hoped that the city authorities will feel disposed to appropriate funds to continue the work which has so far been carried on by private 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 tuberculosis. Meanwhile, 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 have been present to this meeting, and I cordially commend it to your favorable consideration.

"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 facilitate the dispatch of business."

A resolution was offered and adopted indorsing the action taken by Mayor Cutler and the Common Council in passing an ordinance protecting milk and food stuffs from contamination. The resolution follows:

Whereas, The Common Council of the city of Rochester has, by the approval of the mayor, passed an ordinance intended to secure the betterment of the city's milk supply, and to prevent the sale of milk and food stuffs without a license and providing for a license fee of \$2 and 10 cents.

Whereas, The Common Council has, with the approval of the mayor, passed a resolution requiring that all food stuffs exposed upon the streets be covered by glass cases; therefore, be it

Resolved, That the Chamber of Commerce by resolution heartily indorse the efforts of the mayor and Common Council in their efforts to protect milk and food stuffs from contamination dangerous to health and to request the co-operation of all citizens in the maintenance of this ordinance.

County Engineer McClintock read a paper on the proposed Genesee Valley steam belt line which has been under consideration for several months past, in which he urged the formation of an independent company with a capital of \$150,000 independent of the railroads. Mr. McClintock spoke of the present poor service in the valley and then read some statistics showing the possibilities of such a venture. From a purely financial standpoint, irrespective of the great benefit it would be to the merchants of Rochester.

It was resolved to have the by-laws of the Chamber of Commerce adopted at the last meeting of each month instead of on the last Thursday.

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"We have to-day the best possible water in the world, and we intend to keep this supply unimpounded. We shall need all this eventually for household purposes. For manufacturing purposes we should have water cheaper than four cents per foot, and we should have a city should supply such water at a lower rate.

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Ravages of Consumption.
"All will admit that the health of a city is of paramount importance to its progress in all other ways. Though the mortality records show that Rochester is one of the healthiest cities in this country in the matter of health, there is still room for improvement in this respect. In common with other cities we have to contend with a deadly contagious disease daily menacing the health of our people which, though it may not very greatly affect the comparative death rate, yet it causes a heavy toll in the way of suffering and expense. At the present moment a way lies open to us by which we may combat this dire disease and increase the healthfulness of our city. A fine hospital for the care of contagious diseases, in case of a scourge of such disease as this, is of immense importance to the community. It is 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 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 seem to use excellent judgment, about six months ago turned this municipal hospital over to the health board for the purpose of placing there cases of incipient tuberculosis, and a few public spirit citizens have given money to the board to place there cases up to about March 1 next. It is hoped that the city authorities will feel disposed to appropriate funds to continue the work which has so far been carried on by private 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 tuberculosis. Meanwhile, 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 have been present to this meeting, and I cordially commend it to your favorable consideration.

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Whereas, The Common Council has, with the approval of the mayor, passed a resolution requiring that all food stuffs exposed upon the streets be covered by glass cases; therefore, be it

Resolved, That the Chamber of Commerce by resolution heartily indorse the efforts of the mayor and Common Council in their efforts to protect milk and food stuffs from contamination dangerous to health and to request the co-operation of all citizens in the maintenance of this ordinance.

County Engineer McClintock read a paper on the proposed Genesee Valley steam belt line which has been under consideration for several months past, in which he urged the formation of an independent company with a capital of \$150,000 independent of the railroads. Mr. McClintock spoke of the present poor service in the valley and then read some statistics showing the possibilities of such a venture. From a purely financial standpoint, irrespective of the great benefit it would be to the merchants of Rochester.

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He spoke of the need of a water dam, of the wisdom of suburban railroads, of the importance of offering inducements to manufacturing companies to locate here, of the desirability of abating the smoke nuisance, and said that water should be supplied to manufacturing companies at a lower rate. He also emphasized the importance of securing the membership of the chamber. At present the membership is only 400, whereas it should be 800 at least. The larger the membership, the greater the chamber's power for usefulness in the community. It has done splendid work in the past but is capable of still greater things.

The most important subject that President Rogers discussed was the health of the city. It was fortunate, in his opinion, that the city has such an excellent institution as the Municipal Hospital, erected for the treatment of smallpox patients, and he approved of the plan for using it, in the absence of smallpox, for the treatment of tuberculosis. The hospital has been used to some extent

for this purpose, but at the expense of the citizens who have contributed liberally toward the support of the work. But President Rogers urged that the city itself should supply the money. Several Rochester physicians approved of this suggestion. Dr. William S. Ely strongly urged the Chamber to take the lead in a movement for the support of a hospital for the treatment of tuberculosis—a disease that causes one-seventh of all deaths and yet is not curable, if treated in its early stages, but is preventable. He called attention to the fact that the rich communities seek the woods, the seashore, and the mountains, but the poor are compelled to continue the struggle for existence, must keep at work as long as they can, live in crowded homes, infect other members of the family, die in misery and distress, and cause an enormous tax upon public and private charity.

Dr. Goler said that if there were a thousand cases of smallpox in the city there would be an overwhelming popular demand that the community should be made free from the disease, but it seems very difficult to arouse the people to a sense of the danger from a thousand cases of consumption, scattered all over the city. Nevertheless the danger is very great, the disease spreads rapidly, and there is a dangerous lack of knowledge as to the care that should be taken by consumptives to check the spread of the disease. The longer a consumptive 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 persons from consumption annually.

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Whereas, The Common Council

ture next week. It is also pointed out that it may result in the application of the "electric line" to the present canal, which, it is claimed, will increase the tonnage to ten million annually and reduce the rate of transportation between Buffalo and the Hudson river from 69 cents to 21 cents a ton. This system, it is claimed, could be installed by the state on the present canal for seven millions of dollars.

The bill which Senator Lewis will introduce provides for the appointment of a state commission to take up with officials of the Federal government, the proposition for the construction by the latter of a ship canal, twenty-one feet deep, from Cassenock lake to the Onondaga lake, and thence on to Lake Ontario. If constructed by the Federal government, it would be unnecessary for the state of New York to continue work on the large canal between Onondaga lake and the Hudson, and by the construction of the large canal from Lake Erie to Onondaga lake, a complete inland waterway across the state would be secured. Then by the construction of a twenty-one foot canal around Niagara Falls, there would also be a complete waterway between New York and Detroit, 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 session last year but failed to pass. A Post-Express reporter this morning that the outlook for the bill is very much brighter now than it was expected to get many more votes for in the legislature than before.

In this connection Senator Lewis pointed out that Federal aid has been practically given to the bill by the recent announcement of Representative Burton, of Ohio, chairman of the house committee on rivers and harbors, that the amount of Federal appropriation for waterway improvement hereafter to be governed entirely by the amounts appropriated by the states in which such rivers and harbors are located. Senator Lewis suggested in effect, provides for just such co-operation between state and nation.

It is claimed that Representative Burton's proposition is but the adoption of a policy that has long prevailed in other countries. Germany's great harbors are improved and kept in repair through a co-operation scheme, in which the state and the government share the expense.

WILL GO TO THE COURTS

Jan. 14, 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 Proposition Stands—Courts in Some Way Will Have to be Appealed to—Suits May be Friendly, and May be Not

Associated Press Dispatch.

ALBANY, January 10.

The status of the thousand-ton barge canal enterprise is becoming more and more complex and uncertain. Governor Higgins this morning, and again this evening, expressed the opinion that nothing would be done in the way of advancing the canal until every legal question affecting the constitutionality 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 Department of Public Works, has suspended decision upon the bids of the competing contractors for the first six contracts pending the determination of the question raised: Controller 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 cast upon their validity.

Attorney-General Mayer has already begun the study of the statute, with reference to its constitutionality, and to the other issues raised. The state officials all agree that the action in progress must be settled beyond question before the bonds can have any market value. It is further agreed by all concerned that 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 considerable litigation is inevitable before work can begin on the canal enlargement.

Controller Kelsey said to-night that while the bonds themselves were ready for issue, no sale would be advertised until contracts had actually been awarded. Superintendent Franchot is not in town, but Governor Higgins said tonight:

"I am sure that the Department of Public Works will not award a single contract without knowing the exact legal basis for its action."

Attorney-General Mayer had to be had to knowledge in what form the question of constitutionality would come before him.

"They could begin a taxpayers' action to

enjoin the letting of contracts," said Mr. Root. "Without reference to this office. It may be that I shall be petitioned for permission to institute a friendly suit upon the merits of the disputed questions. It may be that I shall only be asked by state officers to render an opinion upon the constitutionality of the act, 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 expected that the bill will be passed by the legislature, and will be passed upon by the Supreme Court, Appellate Division and Court of Appeals. All the state officers express a disposition to settle the litigation as far as possible. It is a question, however, whether a final decision could be had in time for canal work this winter.

Meanwhile the bidders for the first contracts are anxiously pressing their own claims. They have deposited certified checks for large sums, in at least one case nearly \$200,000, as guarantee of good faith and are paying interest on the money. The state has expended from its general fund a large sum in surveys, salaries, including the salaries of the newly created boards of engineers and appraisers, in advertising of contracts, printing 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 validity of the canal improvement act had been 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 L. Root, of Rochester, was one of the prime movers. Whether the law will be tested by suit or not will not be determined until after the Attorney-General submits his opinion. The Governor has not conferred with William Root on the subject.

At the Department of Public Works it was said that the Attorney-General had been requested to furnish such an opinion and that the public works department was in doubt as to the legality of the dual form of the bids which permitted bidders to furnish proposals by lump sum and by items. This question has been the subject of much discussion in the department. 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 canal act declared unconstitutional was late last summer when petitions were received from many branches of the state Grange, asking that the canal be suspended until the next Legislature had an opportunity 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 communication from outside sources questioning the validity of the canal act. His knowledge of such proceedings is entirely from private sources. *Democrat & Chronicle.*

To Test the Constitutionality of the Barge Canal Law.

Union, Jan. 14, 1905.

It is satisfactory to learn that a thorough inquiry into the constitutionality of the barge canal law will be made before anything more is done toward carrying out its provisions. The report to that effect is confirmed by Gov. Higgins, who says: "The State Comptroller will give an opinion on the constitutionality of the act. This is what is vital before proceeding with the actual work on the canal, because if there was a question as to the legality of the act it would interfere with the marketing of bonds to be issued later to pay the cost of the canal."

It is safe to say that the inquiry will be 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 undoubtedly 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 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 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 at least that such was their view at the time of the election in the light they then had on the subject of canal improvement. 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 unconstitutional 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 it can be amended, and the proposition for building a barge canal can be submitted to the people again when they will be able to vote upon it much more intelligently than at the late election. When the expenditure of so much money is involved—the barge canal will cost near \$200,000,000, then the \$101,000,000 for whose expenditure the law provides—it is well to go slowly, and it will do no harm if the people have an opportunity of giving the matter a second thought.

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 presidents of the different societies of which the late Dr. E. M. Moore was a member met yesterday afternoon to discuss the best plan for erecting a memorial to his name. It seemed to be the general feeling of those present that a monument in one of the city parks would be the most fitting tribute to the great physician.

Those present at yesterday's meeting were: Dr. W. M. Brown, president of the Monroe County Medical Association; A. B. Lamberton, president of the board of park commissioners; W. H. Sampson, secretary of the Rochester Historical Society; Dr. M. E. Leary, president of the Public Health Association; J. M. Ives, secretary of the Chamber of Commerce, and T. B. Dunn, President of the Board of the University of Rochester.

Dr. E. M. Moore was elected president and J. M. Ives secretary of a permanent organization, and Mr. Ives and Mr. Sampson were appointed as a committee to draw up a circular letter to the members 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 committee will be held during the first week in February.

The idea of making the Municipal Hospital a memorial hospital was discussed, but the plan of erecting a monument seemed to find more favor. The proposed statue would be of bronze and would be after the style of the one recently raised by the Municipal Hospital after Dr. Moore and making it a memorial to him was not discouraged in any way, but the feeling seemed to be that the movement for a statue should not be interfered with by the other suggestion. The decision is to take debate and positive steps at once, not waiting for the outcome of the hospital suggestion, which originated with Health Officer Grier and which seems to be meeting with favor.

From the discussion at yesterday's meeting, it is probable that the Moore statue will be similar in size and style to the one of Dr. M. B. Anderson, recently set up on the university campus and will cost about the same, \$12,000. It is also probable that Guernsey Mitchell will be asked to model the statue, as he already has a sketch of Dr. Moore in clay and would take a more active interest in the work than anyone else, because of having studied anatomy with Dr. Moore the statue probably will be placed in Genesee Valley Park.

An adjournment was taken until the first week in February, to give the men present an opportunity to obtain the formal permission of the organizations they are connected with to represent the organizations on the committee and to sign a circular letter, which, yesterday's meeting instructed Secretary Ives and William H. Sampson to draft, to be sent to the homes of Rochester, with a view to stirring up a general interest in the project and of obtaining subscriptions. It is proposed when the project is well under way a public meeting, to be addressed by leading Rochesterians, friends of Dr. Moore, who will make a plea for financial aid for the movement. *Democrat.*

BRONZE STATUE

GENESEE VALLEY PARK THE PROBABLE SITE.

TO COST ABOUT \$12,000

Jan. 14, 1905.

Sculptor Guernsey Mitchell, a Friend and Student of Dr. Moore, Probably 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 at 10 o'clock 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 authorized to communicate with the presidents of the various organizations and arrange for them to meet. As a result there were present at yesterday afternoon's session Dr. William M. Brown, president of the Monroe County Medical Society; William H. Sampson, president of the Rochester Historical Society; A. B. Lamberton, president of the Park Board; former President T. B. Dunn, of the Chamber of Commerce; Dr. M. E. Leary, president of the Rochester Health Association, and Secretary Ives, of the chamber. President Rush Rhees, of the University of Rochester, communicated with the meeting and expressed himself as in sympathy with the movement, but excused himself from attendance.

An organization of the committee was effected with T. B. Dunn as president and Mr. Ives as secretary. The meeting indicated a unanimous sentiment on the part of the organizations represented in favor of the project, but it was not so much a question of 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 making it a memorial to him was not discouraged in any way, but the feeling seemed to be that the movement for a statue should not be interfered with by the other suggestion. The decision is to take debate and positive steps at once, not waiting for the outcome of the hospital suggestion, which originated with Health Officer Grier and which seems to be meeting with favor.

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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 to 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 action 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. Although 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 sewerage and street works improvement are reviewed at length. Advances in the law department are pointed out, some of them of decided gain to the taxpayers.

Police and Fire departments and Health Bureau have received the special attention 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 lists, without special favors.

The Mayor gives attention to the street railway matters showing what improvements had been made in answer to firm insistence upon the right of the people to comfortable, 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 sewerage, and other matters of public interest.

Important Recommendations.

In the course of the message, the Mayor makes these recommendations:

Legislation requiring the Corporation Commission to begin proceedings to incorporate a city where the taxes and assessments have remained unpaid for upwards of two years, or to begin action to recover the amount of such taxes of the owner.

Legislation to enable the public care of tuberculosis patients.

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 Railway and Light Company, in order better to control the pole and overhead wire situation.

Legislation to enable the city to purchase property for low power and illuminating purposes.

Adequate provision for inspection and test of electric meters, upon the accuracy of which the consumers of electricity are protected 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's sewage now emptying into the Genesee river.

Action looking toward the employment of the city's labor in order to conserve the interests of the city in the fixing of the harbor front.

Removal of the Health Bureau to a separate building.

Results of a Year's Work.

The Mayor's message follows in full: The Honorable the Common Council:

Gentlemen—After a year of collaboration in the public service, it will be useful to recall the more important incidents of the work, and, without invading the province of the departmental reports, to set down in order some of the results so far attained.

Candor will require the admission, that not all of what has been proposed has been completed, and some of it is not yet actual. Under way, but not yet actual, has been the proposed legislation for the annexation of Brighton, and the proposed legislation for the annexation of Brighton, and the proposed legislation for the annexation of Brighton.

Water Supply Protected.

Department of Public Works, Waterworks Department, Superintendent's Division—The work of the water supply has been carefully protected

by keeping the watershed free from logs, brush, trees and other rubbish, and by the prompt and efficient collection of garbage and excreta from the few remaining cottages on the lake. The village of Springwater, at the head of the lake, and the property extending from the village to the water, have been inspected and kept under supervision, and the tributary brooks, or streams, have been kept free from unsightly rubbish, and the property 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 conduit, south of Homage Falls, some eight hundred feet of pipe was uncovered, thoroughly cleaned, scraped and repainted, which was necessitated by the piling of the steel plate. At Highland Reservoir the new gate house is practically completed, and the old gate structure has been dismantled and renovated during the past season.

Water Service Department.—During the year the department has laid 916 meters, and has replaced and examined for repairs and tests 1,940 meters, and 833 new meters have been installed. For the same period of time 1,336 connections have been made with water pipes and 615 new accounts opened on the books of the Registrar's Department.

For the purpose of increasing the efficiency of the domestic system for the disposal of the city's sewage, a 20-inch main has been laid in Kent street, from Brown street, to the end of the present 36-inch main to Jay street, and in Jay street, from Kent street, to the end of the present 36-inch main to Smith street, making a connection at Smith street with the original 16-inch domestic main.

Waterworks System Extended.

Also on the east side of the river a 30-inch 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 Gilmore street, from Hudson street to the city line. 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 opposite side of the street from the 10-inch main, extending to the street where the main existed, from South Goodman street to the Stroomberg-Carlson Company's premises; thus giving a double line of pipe in University avenue from South Goodman street to the Culver road.

Extensions of the water system, or enlargements of the water mains, in advance of improvements, have been made in Kent street, from Brown street to Jay street, and in Jay street, from Kent street to Smith street, making a connection at Smith street with the original 16-inch domestic main.

36 in. pipe approximately..... 1,001 feet
24 in. pipe approximately..... 2,081 feet
20 in. pipe approximately..... 3,388 feet
16 in. pipe approximately..... 1,141 feet
12 in. pipe approximately..... 5,191 feet
8 in. pipe approximately..... 16,494 feet
4 in. pipe approximately..... 410 feet

Making a total of approximately..... 38,451 feet.

By the preceding, over 7 1/2 miles of new outlet sewerage, well, surrounded by a brick building, containing the necessary screens, valves, additional intake and outlet pipes, together with a weir chamber for accurate measurements 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 decision of the commissioners appointed to appraise the damages for the land taken for Cobbs Hill reservoir, it was impossible to go on with the work during the year. New commissioners have been appointed and the proceedings are nearly completed. It is expected that the city will be in a position to go on with the work early in the present year. In the meantime, preliminary plans have been prepared. Mr. Frederick P. Stearns, chief engineer of the Metropolitan Water Supply 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 Taxation.—The following statement shows the increased valuation for the year:

	1903	1904	Increase.
Real estate.....	\$107,108,750	\$109,537,400	\$2,428,650
Personal.....	5,574,750	6,341,950	767,200
Tractables.....	1,765,000	4,444,000	2,679,000
Penions.....	313,550	328,850	15,300

All the wards, except the First, show considerable increase in real estate value. By the kind cooperation of County Clerk Hutchins, who has given special attention to sending over all deeds of city property recorded the previous day, several thousand transfers have been made and errors of many years standing have been corrected.

This important work will be continued, and, if necessary, clerical assistance for the required time should be furnished to bring all the records in the office to as

the report of the Inspector of Weights and Measures shows that there have been tested during the year 6,374 scales and weights.

Driving Park avenue bridge and Platt street bridge, and the under side of East Main street bridge, have been repaired. To the latter structure, however, much more work is needed before it is in proper condition. The painting of the first annual bridges was getting under way, the casing of the iron girders being replaced.

Six Miles of Street Paved.

Engineering Bureau.—A total of twenty-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 recent improvements are at mentioned University avenue, Portland avenue, Joseph avenue and the brick pavements of streets forming 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 in fifty streets, exclusive of walks built in connection with pavement ordinances. The total length is about eighteen miles and the total cost about \$55,000.

The Denison creek channel overflow of the East Side trunk sewer has been improved by deepening and enlarging, and the construction of concrete walls of a length of about one-half mile at a cost, including two concrete bridges, of about \$25,000.

The gross cost of work done under Local Improvement Ordinances is about \$635,000.

Waterworks Improvements.—The three old boilers, formerly used at the Holly pumping station, have been replaced with two boilers of the marine type, having a capacity of 360 boiler horse power. The new boilers are built by the D'Oiler Engineering Company to furnish and install an additional pump driven by a DeLaval Steam Turbine. This contract is of centrifugal type, and has a capacity of 3,000,000 gallons per day. It is expected that it will be installed and in operation early this year.

Holly Pumping Station Enlarged.

An auxiliary pumping station has been erected on land leased from the Rochester Gas and Electric Company, at the south end of South Water street, at a cost of about \$2,000.

The Holly pump from Main street east, to this station, has been enlarged from a 6-inch to a 12-inch pipe. The station and pipe enlargement are complete.

A contract has been made with Henry R. Worthington to furnish a 3,000,000 gallon centrifugal pump to be driven by a General Electric motor. It is expected 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 enlargement, was 7,000,000 gallons per day. The additional pump now contracted for will increase this capacity to 13,000,000 gallons, or, after making allowance for depreciation of the present pumps, will double the capacity of the Holly system.

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DETERMINED EFFORT AGAINST BARGE CANAL

Elihu Root and Chief Justice Andrews Will Prepare Argument Against Constitutionality of \$101,000,000 Waterway Bill.

NEW YORK, Jan. 10.—The announcement was made today that the Canal Association, supposed to represent railroad 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. The constitutionality of the bill providing for the canal will be attacked and the claim probably carried to the highest courts.

The committee of the canal have retained Elihu Root and former Chief Justice Andrews to conduct the fight against the canal.

Mr. Root said that within a few days he would make an application to Attorney-General Mayer to restrain Superintendent of Public Works Franchot from letting any of the bids advertised for and Controller Kelsey from paying any of the warrants on the canal account.

"I have not yet given an opinion on the matter," continued Mr. Root, "but still present an argument against the constitutionality of the bill making the appropriation for the construction of the canal."

Senator Bill and David of Buffalo did their level best to delay consideration of Senator Brackett's resolution asking legal opinion as to whether the Federal Government has jurisdiction over the Erie 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 debated in a hurry."

This plan had its effect on their brother senators and the Buffalo men had the state business held up at they might get home to Buffalo on an early train.

Senator Brackett further complicated the canal situation last night by introducing a resolution asserting that there was a doubt whether the United States had not jurisdiction over the Erie 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 the resolution, 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 until permission had been secured from the United States government.

It was authoritatively announced today that Governor Higgins had not declared against the barge canal in that he thought it best to delay availing 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 issued and an adverse decision would place the state in an embarrassing position."

Attorney-General Mayer last night refused to answer the issue raised in Rochester as to whether he could legally proceed to test the validity of the barge canal law, he being a member of the canal board against whom the action would be brought. One of his deputies said he did not believe that there was anything to hinder the attorney-general from designating one of his deputies to take charge of the action.

OUR CHAMBER OF COMMERCE.

The New York "Financial Review" pays the following tribute to the Rochester Chamber of Commerce and the election of officers: "The Rochester Chamber of Commerce is one of the most successful of its kind in the state. Its record is one of the most brilliant in the history of the chamber of commerce movement in this country."

In the election of its president it may be said with truth that the Chamber of Commerce exercised sound discretion, for the new incumbent, Clinton Rogers, is in every respect equipped for that honor and responsibility. He is president of the Howe & Rogers company and a man of influence in the business community of this city. He is one of the few who gathered at the mayor's office to take preliminary steps for the organization of the Chamber of Commerce, and he has been an active member ever since, taking a deep interest in its advancement. The position he has won in the community by his strict attention to business and his display of sound qualities makes him the logical head of a representative commercial organization of this character, and for that reason the members are to be commended for having made him their choice.

The high plane of the elections is shown in the election of so well known an insurance man as Ephraim F. Ashley to the second vice-presidency of the Chamber—an election which was at once a tribute to his standing and a vote of wisdom from the standpoint of the organization itself, for it cannot but prove advantageous to the Chamber of Commerce to have energetic and influential men actively interested in its welfare. Mr. Ashley has for years been a conspicuous figure in the insurance world of his own city and it is not surprising that his name should be a familiar one to business men in New York who are informed as to underwriting matters. He understands every detail of the business because he has had the practical experience of years.

The rest of the list is up to the standard which the Chamber has established for itself, and perhaps New Yorkers familiar with Rochester affairs will recognize the name of Levi Adler, of L. Adler Brothers & Co., who is among the influential business men of his city, a man of recognized experience and judgment, who has been successful in what he has undertaken. Indeed, it may be said of him with just exaggeration, that he is thoroughly representative of the best business interests of the city and that the association of such men as he with the official heads of the Chamber to lend it prestige and give it an influence it might not otherwise possess.

A STATUE OF DR. MOORE.

The movement of securing for this city a lasting memorial of the late Dr. E. M. Moore, who, for many years, was preeminently active and influential in all that made for the progress and higher welfare of this city, has at last taken practical shape.

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 Democrat and Chronicle on Wednesday shows that the form of memorial favored is a bronze statue similar in style and size to

that of the late President Anderson, recently established on the University campus.

Whether it is to be said of the Chamber of Commerce that there is certainly no other monument of a man which so vividly recalls his personality as an artistic statue which is also a good likeness 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 meeting 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 of those who have charge of the project to have the statue set up at a suitable place in Genesee Valley Park, which, in time, is in a large degree a memorial to Dr. Moore.

Eminent, not only in this city but throughout this state and the country, as a 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 embodied 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.

A BALT CALLED.

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 to proceed with the work and take risks of extended litigation and heavy financial loss.

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 traffic demands. A larger canal could not create new demands unless they were large enough to float loaded vessels from Lake Erie to the Hudson. But it is not proposed that the barge canal have any such capacity. On the contrary, if it shall ever be built, there will still remain the necessity of 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.

Decisions for a larger canal trade will be presented if the expensive and time-consuming process of breaking bulk at Buffalo is to be continued?

The more this project is studied the more utterly and monumentally useless does it appear. Of course there is "something in it" for somebody—namely, the contractors and dealers in machinery and supplies. It presents rich possibilities in the way of "gratification." And what then? Nothing to show for it but 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 leasing of lands 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 large canal enterprise in all its aspects, and if the present act is pronounced unconstitutional, the people can bring a matured judgment to bear upon another canal proposition, if one shall be broached.

Following the Times' Lead

The EVENING TIMES is gratified to find that its recommendation relative to the support of 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 more matter of policy,

MOVE AGAINST BARGE CANAL

Nesed, Jan 13, 1908

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 committee in opposition to the 1,000-ton barge canal, today made the following statement:

"The discussion in the press of the proposition to determine the constitutionality of the canal bill is taking such an extreme course, and many of the editorial statements are so erroneous and unjust, that it seems proper to make a simple statement of the facts of the 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 1902. At no time has there been upon that committee a single member representing, directly or indirectly, any railroad in the 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 of us, for twenty years, have freely expressed our disapproval of the canal policy of the state."

"Following the popular vote in 1902, the committee carefully examined the canal proposition on many points, among them being the validity of the returns of the 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 not new. Andrew H. Green, often spoken of as 'the father of Greater New York,' considered the act unconstitutional, and three months before his death submitted to the writer the opinions of eminent counsel indorsing his view. The day before he was murdered he announced his intention of bringing an action himself to 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 addressed."

"To meet the legal expenses necessarily involved in this action, no railroad has contributed directly or indirectly, nor, so far as the writer is informed, has any other any railroad promised to contribute anything for this purpose."

The Smoke Nuisance Problem Again.

The Times, Jan. 13, 1908

The smoke nuisance subject has been revived again by the recommendation of its abolishment by Clinton Rogers, the new president of the Chamber of Commerce, 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, composed as it is of the leading business interests of the community responsible to a considerable degree for the nuisance.

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 tail on a dog. Black smoke pouring forth from a factory chimney is an indication of bad fire. Our modern life is full of smoke. Some years ago clouds of black smoke, issuing from factory chimneys was a sign of bad management.

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 kerosene lamp, which will smoke unless proper combustion is secured. Petroleum, like soft coal, is composed largely of carbon and hydrogen, and the problem is the same in each case. No quarter should be shown by municipal authorities to the authors of the smoke nuisance.

If the problem is really such a simple one it seems as though there ought to be public spirit enough among the interests affected to solve it. 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.

The Times, Jan. 13, 1908

The EVENING TIMES is gratified to find that its recommendation relative to the support of 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 more 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.

ALBANY, January 20.

The discussion incident to the oncoming legislative fight 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 principal topics of conversation about the Capitol. The city members of both houses are active in their defense of the measure and the anti-barge canal men are equally awake and alert, prepared to take advantage of any opening that will permit an attack upon the pro-canals forces.

Assemblyman Jean L. Burnett, of Ontario county, who has been for several years the leader of the anti-canals men in the lower house, said today: "I stand precisely where I have stood all along with reference to canal expenditure, and I shall continue to stand there. I have not been converted to the opinion that there is any merit in the large 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 bill. It is true that the proposition was supported at the polls by the people by an overwhelming majority—just as we national men predicted it would be—but it was carried by the non-taxpayers of the large canal, and the taxpayers, thoughtful citizens of the state at large. We felt sure that the result of the referendum would be, and that was one of the reasons why we opposed even submitting the proposition to a popular vote. We would have acquiesced in that had the vote been restricted to the taxpayers of the state."

"Are you in favor, then, of the proposal made by some of the anti-canals men, to resubmit the proposition to the people?" "I should vote for such a measure; but if the proposition were submitted again the result would not be the same. The cities would rally to the affirmative, the rural communities would oppose and the former would, through strength of numbers, 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 considered 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 question about its constitutionality. However, they now admit, or some of them do, at least, the gravity of the points we have raised."

"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 the chapter by any means, that we would never surrender, even to superior numbers, and the last year has been lived. Our ammunition is still dry and we have not lost the range of the guns. Why should we not force them into the courts? There is a serious question to be determined, possibly a precedent to be established."

"How long will this legal process take?" "Well, we will not overstep ourselves to shorten the time. It is not altogether probable that many fair-haired youths of today will be a patriarch with locks of gray hair before the first spate of dirt is turned on the barge canal. I mean to say that we will continue to oppose the carrying out of this stupendous extravagance and waste of the people's money just as long as we have anything to fight with. And the longer we fight 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 carrying facilities—all these will come clearly to public view within the next few years and will shed light upon the antiquated ideas involved in this canal folly."

"Why, with electrical miles, the device that was tried so satisfactorily before the legislative committee last year, it was shown that as much freight could be hauled over the present canal without alteration, as over the 1,000-ton barge canal provided the latter were finished according to the present plans. It will take nine years, and probably twice, to build the barge canal. Twelve years will bring undreamed of progress in matters of transportation. Before the ditch were half finished some discovery would minimize or destroy the theory of the whole plan."

"Do you believe that the federal government can be interested in the proposition to make the present Erie canal a national waterway?" was asked. "We shall do our best to bring that about. It is evident, however, that as a business proposition alone the federal authorities will not care 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 always have, that if a larger canal is to be constructed it should be built by the national government at national expense and should be a ship canal. The state of

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 of Commerce issued his annual message to the city, put himself on record as favoring an anti-smoke ordinance, there have been frequent signs of a renewal of the anti-coal smoke agitation, in concluding his remarks on the smoke question, President Rogers said: "I would not recommend anything to the detriment of the business interests of the city, but if smoke is a nuisance, it is a nuisance, and it is a nuisance that can be abated without injury to the business interests of the city, it would be a great boon to all citizens."

To many who read Mr. Rogers' message, his remarks about the smoke nuisance came as a surprise, as, while there is a distinct element in the Chamber of Commerce favoring anti-coal smoke legislation, it has been frequently pointed out that other interests predominated and that the smoke question was a dead issue with the organization.

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 such an ordinance, which provides as follows:

"Section 1. The emission from any chimney or smokestack within the city of dense smoke, or smoke containing soot or other substance in sufficient quantity to permit the deposit of such soot, or 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 nature, or in such quantity, as to be dangerous, or offensive, or unwholesome, or cause annoyance to any of the people of the city of Detroit, shall be deemed to be a public nuisance, and shall be abated by the city of Detroit."

"Sec. 2. There shall be an officer of Detroit known and designated as smoke inspector, who shall be a citizen of Detroit, with the powers and duties hereinafter described. To be appointed by the Board of Health of the city of Detroit, whose term of office shall end on June 1st of each year, and who shall be paid by the city of Detroit, unless otherwise provided by the Board of Health; and the salary of such officer shall be fixed by the Board of Health of the city of Detroit."

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Central Library of Rochester and Monroe County

Historic Scrapbooks Collection

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CHRONICLE.

ANNUAL DINNER TO-NIGHT OF CHAMBER OF COMMERCE

Half-Hour Reception to Precede the
Feast, Which Will be Followed
by Speechmaking.

All preparations have been made for the
seventeenth annual dinner of the Chamber
of Commerce tonight in Colonial Hall. There
was a rush for tickets and many late re-
quests were denied as the tables will seat
only 250 persons.

As each guest enters the hall he will
receive a book containing the diagram of
the tables and the places assigned to persons
holding tickets. The list is arranged alpha-
betically. Among the guests of honor at
the dinner will be a young Spaniard named
La Carr, the son of a Senator of Seville,
and H. C. Newcomb, of Philadelphia.

Colonial Hall has been elaborately de-
corated. The walls have been covered with
Southern smilax and the green is relieved
with groups of national flags. The speak-
er's table will be on a platform, which also
will be decorated in green and white.

A reception will be held in the hall from
6 o'clock to 6:30 o'clock. The Reception Com-
mittee is as follows: James G. Cutler,
George F. Roth, Clinton Rogers, Egbert
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. Crittenden, R. T.
Curtis, Michael Doyle, W. H. Duffet, Gustav
Erbe, James S. Graham, H. B. Hathaway,
James L. Hotchkiss, A. B. Lamberton,
S. C. Langdon, D. B. Murphy, J. V.
McClintock, William P. Pihl, 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. Wood-
bury.

The ushers will be: William C. Libby, E.
W. Burton, C. M. Fisk, W. C. Fredericks,
W. J. Graham, Henry P. Marks, M. J. Mur-
phy, P. C. Trotter, William J. Trimble.

The Dinner Committee is composed of
Robert A. Badger, chairman; Carroll E.
Bowen, William C. Barry, Jr., Charles F.
Garfield, John M. Ives, J. George Kaellor,
Winifred J. Smith, Julius I. Wile, William H.
Wray.

Mayor James G. Cutler will welcome the
guests. Captain Richmond Pearson Hobson
will respond to the toast, "America, the
Pancake of the World." Hon. John D.
Kernan will speak on "Interstate Com-
merce." Rev. Thomas McClary, D. D., will
be heard on "The Industrial Question." Col.
Albert A. Pope is to speak on "Good Roads,"
and Eugene E. Bruce on "Practical For-
eignty."

You are cordially invited to be the
guest of the Rochester Chamber of Commerce on the
occasion of its seventeenth annual dinner to be given
in Colonial Hall on the evening of Thursday, March
the sixteenth.

You will not be expected to respond to a toast.

The speakers will be Captain Richmond Pearson Hobson,
The Honorable John D. Kernan, Thomas W. McClary, D.D.,
Colonel Albert A. Pope and Mr. Eugene E. Bruce.

The favor of a prompt reply is requested.

Thomas B. Dunn

Paul President

Clinton Rogers

President

John H. Wray

Secretary

E. M. HIGGINS CO.

18 Main Street West.

Please furnish the following orders:

Mumma's Extra Dry.	\$3.50
Quart.	1.75
Perrier Juice.	3.50
Quart.	1.75
White Seal.	3.50
Quart.	1.75
Coke & Fils St. Julien.	1.25
Quart.	.62
Panet Cane.	2.00
Quart.	1.25
Grand Vin Chateau la Rose.	3.00
Quart.	1.75
Deland & Co. Liebfraumich.	2.50
Quart.	1.25
Bergschneider Ductor.	2.50
Quart.	1.25
White Rock.	.40
Quart.	.25
Apollinaris.	.40
Quart.	.25

Signature

Reception Com. badges white
Ushers in Red

10 DO

Decorations

La. Rot.

Initiations for the

ner of the Chamber

in Colonial Hall

been issued. Much

making the arrange-

especially in this time of the deca-

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 choice of 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 Alabama.

Electric lights arranged in beautiful

table and hall. White decorations

gestive of the patriotic sentiment will

be wholly neglected, they will

prominent a place as in former

Fred J. Smith has supervision of these

until for
President Rogers announced the fol-
lowing committee, yesterday, in accord-

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 De-
livered by Men Speaking With
Authority—Reception Precedes
Dinner—Short Address of Wel-
come by Mayor James G. Cutler

The seventeenth annual dinner of the
Chamber of Commerce, held last night in
Colonial Hall, was not only a successful
social affair, serving to bring together in
an especially enjoyable way men promi-
nent in the city's varied activities, but one
that represented the professional and busi-
ness interests of Rochester. Manufacturers
and merchants, officials of the city,
county and state, lawyers, physicians,
clergymen and men in other professions,
were the guests of the chamber. Nearly
three hundred prominent citizens of Roch-
ester were at table, and it had been neces-
sary to deny applications for tickets be-
cause of all places being taken. The ad-
dresses were interesting and worthy of the
occasion, the music was of a high order
and the service was excellent. The de-
corations, which were unusually beautiful,
quite transformed the hall. Altogether the
dinner gave abundant evidence of unparal-
leled effort and thorough arrangement.

The banquet was preceded by a recep-
tion, held in the lower hall of the building,
from 6 to 6:30 o'clock, when it was an-
nounced that dinner would be served. The
arrangement of the dining hall this year
was different from that of former years,
and in some of its features was distin-
guished 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
north side of the hall, and at it were seated
thirty men. This table was on a dais,
and the other tables were arranged below.
Suitably arranged in the hall were seven-
teen round tables, at each of which six or
eight persons were seated; and twenty
square and oblong tables, each accom-
modating 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 smilax, a beautiful vine. The
mass of green was relieved by standards
of the national colors, within 15, four on
each side, about the electric fixtures. Each
of the standards was composed of six
flags, comparatively small, which gave a
pleasing effect. The electric lights on the
sides were, of course, lighted, and from
the fixtures hung silver globes, illuminated
with electricity.

The smilax was used in decorating the
stage and gallery, and was strung pro-
fusely from point to point. Maurice Moll's
Orchestra played from the gallery at the
vest of the hall, behind a screen of the
vine. Before the stage was a bank of
palms and spring flowers. Seven rich cen-
terpieces of spring flowers and ferns, deli-
cately tinted green, silver globes and fancy
candelabra beautified 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
green and white, and this was followed
as closely as was possible. Ferns were
laid on the white cloth. The vases were
tied with green and white ribbons. The
dinner, place and table cards were printed
in green. The menus, of a beautiful de-
sign, were in shades of green. The
pages of it were delicately ornamented
with the wild smilax in design and it
was tied with white and green ribbons.
The decorations were planned by Winifred
J. Smith.

Committees That Served.

On the page next to the cover, were
printed the dinner committees, which fol-
low:

Reception Committee: James G. Cutler,
George F. Roth, Clinton Rogers, Egbert
Ashley, William C. Barry, Edward Bausch,
John N. Beckley, Henry C. Brewster, Charles
T. Chapin, Max Brickner, Benjamin E.
Chase, P. V. Crittenden, R. T. Curtis,
Michael Doyle, W. H. Duffet, Gustav
Erbe, James S. Graham, H. B. Hathaway,
James L. Hotchkiss, A. B. Lamberton,
S. C. Langdon, D. B. Murphy, J. V.
McClintock, William P. Pihl, 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 Dinner Committee: Robert A. Bad-
ger, chairman; Carroll E. Bowen, William
C. Barry, Jr., Charles F. Garfield, John
M. Ives, J. George Kaellor, Winifred J.
Smith, Julius M. Wile, William H. Wray.
The ushers were: William C. Libby, E.
W. Burton, C. M. Fisk, W. C. Fredericks,
W. J. Graham, Henry P. Marks, M. J. Mur-
phy, P. C. Trotter, William J. Trimble.

During the dinner, which was served by
Hall, and between the addresses, music
was provided by the orchestra. Grace
was said by Rev. C. C. Abbotson, D. D.,
of the Central Presbyterian Church. The
dinner was for Thomas B. Dunn, presi-
dent of the chamber last year, and he
spoke briefly in introducing the toastmas-
ter, Deputy Attorney-General Horace Mc-
Guire. James G. Cutler, mayor, welcomed
the guests, after which there were the
following addresses: "Good Roads," Col-
onel Albert A. Pope, of New York city;
"Our Navy in Relation to Our Com-
merce," Captain Richmond Pearson Hob-
son; "Interstate Commerce," Hon. John
D. Kernan, of Utah; "The Industrial
Question," Rev. Thomas McClary, D. D.,
of Minneapolis; "Practical Forestry," Eu-
gene S. Bruce, of the Bureau of Forestry,
Washington.

Thomas B. Dunn was greeted with pro-
longed applause when he rose to introduce
the toastmaster.
"It is surely a matter of congratulation
to all of us," said he, "that we have such
a representation of business men here to-
night. Dinners have become so numerous
of late that we thought we might not be
able to have all the places filled at all
times, but we have been greatly disap-
pointed. We regret that it was necessary
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 Secretary Ives. By their untiring ef-
forts they made this splendid gathering
possible. It is through courtesy that I am
permitted to fill out my term of office as
president of the Chamber of Commerce in
this way, and it is with great regret that
I feel that I should give to the speak-
ers all the time possible."

"I desire to thank you all for your kind-
ness during my period of service as presi-
dent of the Chamber of Commerce. I
shall always remember with pride that I
was honored with the presidency of this
body. It is my pleasure to introduce De-
puty Attorney-General Horace McGuire."

Mayor Warmly Greeted.

Mr. McGuire, who served as toastmas-
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 wel-
fare. But while these sentiments could
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
has been devoted, and which we all de-
sire to devote, to our guests."

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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
has been devoted, and which we all de-
sire to devote, to our guests."

"It is only my very honorable and most
agreeable duty to act as a prologue to
the post-prandial 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 is
my privilege to welcome the visiting speak-
ers to the city, and to this company, and
to thank 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 here
to make it, will be best evidenced by my
saying way at once to those who no doubt
have much to say that will be both en-
tertaining and instructive."

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,
since they contributed to a better under-
standing among them, Colonel Pope said,
in part:

"My interest in good roads began in the
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 Harrison 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 said that through
telling about conditions affecting the trade,
I said, 'You have forgotten to speak of
the most important thing to carriage mak-
ers. What is that?' he asked. 'Good
roads,' I replied."

"What has good roads to do with the
carriage makers' business?" this man
asked me. 'Don'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 busi-
ness?' I got interested in my subject, and
generally do, and when I closed my eyes
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 my 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
roads. He suggested that they contribute
\$20,000 for this purpose, of which he
would give \$10,000, but the association was
not sufficiently interested in the matter to
do this.

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 unwill-
ing to do anything for good roads, he de-
cided to organize a department himself
and to expend \$20,000 a year through it.
This, Colonel Pope said, he did for five
years.

"In doing this," said Colonel Pope last
night, "I never mentioned the fact that I

had a bicycle for sale. But the people
said: 'There is a man who is working for
good roads, and he is making bicycles. A
man who will spend money for good roads
will make good bicycles. So I found peo-
ple buying bicycles of me. I didn't start
advocating good roads to advertise my
business. I think I was honest—in the be-
ginning.'"

Colonel Pope advocated the policy of
giving for worthy enterprises; and the give-
er, he said, should begin when he was
making little, else he never would begin.
In proof of this, he said that his business
grew after he had begun to urge the build-
ing of good roads until its profit was
\$147,000 net a year.

Million a Year Income.

"And," he added, "eighty-five per cent.
of it was mine. For many years my in-
come was over \$1,000,000. It was due
to philanthropic effort. You can't give
away money philanthropically without
having it return to you multiplied. The
best money I have is what I gave away."

Colonel Pope spoke of the growth of
the good roads sentiment, until all classes
of the people became interested in the
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 roads,
Colonel Pope said, there was not a techni-
cal school in the country that graduated
road builders; now, he said, there was
scarcely a university or technical school
in the country that could not furnish
trained road engineers upon application.

The prime requisite in building a road,
said the speaker, was to make a good
foundation. A road with this would last,
said he, a thousand years; and the as-
sessment for such a road, he said, might
well be spread over forty or fifty years,
instead of a shorter period. He spoke in
favor of the New York state bill, which
proposed to appropriate \$50,000,000 to-
wards building improved roads.

Reference was made to the rapid ex-
tension of good roads and trolley lines.
Colonel Pope predicted that the automo-
bile would finally take the place of the
horse.

UNCLE SAM NEEDS LARGER NAVY, SAYS CAPT. HOBSON

As a compliment to Captain Hobson's
native state the orchestra played "Dixie,"
when he was introduced by Toastmaster
McGuire. Captain Hobson responded to
the toast, "America, the Pancake of the
World." He said, in part:

"Organized power is obtainable either
through having armies or navies. In
times of peace you depend upon a great number
of men whom you must take from their
work and thus hamper commerce and in-
dustry. 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 competition of
the future. Absolutism is indispensable in
military life. Absolutism is indispensable in
stead of men, absolutism is dispensed
with."

"Liberty and liberalism were nursed in
early days by Carthage and by those na-
tions 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 de-
rived 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 uni-
versal on this earth."

"Your great purpose is to foster com-
merce. You must first secure the means
of producing the staples of commerce,
then you must protect them from aggres-
sion. America has 17,000 miles of coast-
line; more than that one-half of our fac-
tories can be destroyed from water, more are
vulnerable than there are in all Europe
combined."

Mines Don't Serve Purpose.

"It is folly to think that mines and
torpedoes will protect them. Any deter-
mined commander can overcome these ob-
stacles. 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 com-
merce and you must look to the navy to
protect those 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 no-
body 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 mar-
kets that are opening up in the East. The
governments of other nations have per-
ceived the advantages of these new mar-
kets; our people must perceive them. Eu-
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,'
American represents the new era of indus-
trialism. Europe cries out against 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 chance if they
can help it? The great work of our day

rather in many cases business and political associations, adding greatly to the sociability and enjoyment of the thing. Much of the formality and stiffness of the occasion was lost.

Rev. Dr. C. C. Albertson of Central Church said grace.

The Menu.

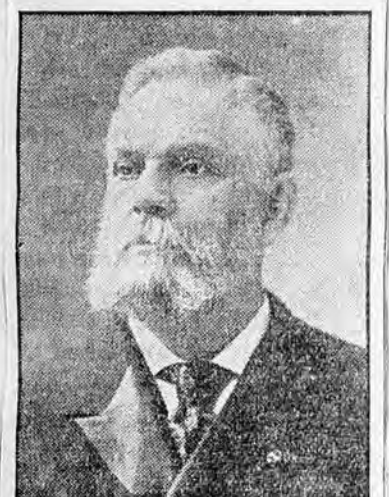
The banquet, served by Teal was up to the highest standard, as the following menu will evidence:

Cape Mays Hearts of Celery
 Soup a la Russe
 Salmon Cakes Hollandaise
 Sweetbread Timbale Sauce a l'Anglaise
 Fillet of Beef Mustard
 Bermuda Potatoes Valley Peas
 Maraschino Punch
 Philadelphia Squab Olives
 Salad a la Japonaise
 Individual Fruits and Flowers
 Bouquet and Cream Cheese
 Assorted Cakes 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 rose and remained standing not only when American patriotic tunes were played, but the entire crowd rose with equal promptness and enthusiasm in response to "Watch on the Rhine" and "Weaving of the Green" for which several encores were demanded. This was the list of music, to which a number of other selections were added by request:

March—Chamber of Commerce, Gettysburg Overture—Philo. Soc., St. Johns
 Waltzes—The Skaters Walden
 Medley—Lullaby Medley
 Selection—Patriotic Medley
 A Japanese Romance—Poppies Medley
 Medley of Latest Popular Airs Medley
 Scenes from "Los Huicucuta" Medley



Col. Albert A. Pope.
 Toast: "Good Roads."

Gems of Stephen Foster Toland
 Selection—Bureau Kitty Toland
 March—By Right of Sword Toland

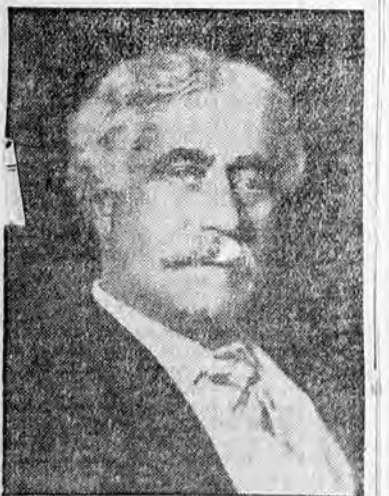
The Introductory Remarks.

After the menu was disposed of, all drew up their chairs, lighted their cigars and sat down to enjoy the feast of oratory to follow. T. R. Dunn, the retiring president, called the assembly 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 entertainment to the speakers. He held fairly well to his promise, barring a few jokes that he claimed he had heard since he entered the hall. In introduction, he presented Mayor James G. Cutler. Mayor Cutler was honored by the entire assembly, who arose and cheered him before he started to speak.

The Mayor's Welcome.

"In the presence of this inspiring and representative company of business



Hon. John D. Kernan.
 Toast: "Interstate Commerce."

men," said the Mayor, "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 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 agreement to act as a prologue to the post prandial

exercises, briefly to welcome the visiting speakers and to thank them for their attendance.

COLONEL POPE'S SPEECH.

Told of His Work on Behalf of Good Roads in This Country.

The toastmaster introduced as the first speaker, Colonel A. A. Pope, whose subject was "Good Roads." He said he started in business as a clerk at \$1 a week and has become deservedly one of the wealthiest and most honored of American citizens. "He is easily a Pope among his fellows," he said, "yet the father of Good Roads. The Colonel has tired many a bicycle, tired many an automobile, but never an audience. Colonel Pope was heartily greeted and spoke for half an hour in an off hand, breezy entertaining way without manuscript 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 joked amid laughter.

"It is," he continued, "a solemn thing—this good roads business. My interest in good roads began 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 men who were pushing the cause of good roads. I made my first speech on the good roads question before a national conference of carriage builders in Syracuse. The president of the organization led me into the platform and introduced me to that great crowd. Then he went away and left me there alone.

"Wherever there are good roads, there is good civilization. Where the roads are poor there is poor civilization. I hate to say this to you New York State, the richest state in the Union and the state with the poorest roads. These bad roads are mighty poor economy. I want to tell you that a farm ten miles from this city on a good road



Captain Richmond Pearson Hobson.
 Toast: "Our Navy in Relation to Our Commerce."

is far more valuable than a farm five miles from the city on a bad road. Even the railroads are waking up to this day and finding that good highways prove good feeders for their business.

For Benefit of Next Generation.

"In Massachusetts we could easily use \$2,000,000 on the improvement of our roads, but the state of Massachusetts is conservative and will not spend anything like this. We are doing good work, however, and the next generation will find fine roads leading into every town in our state.

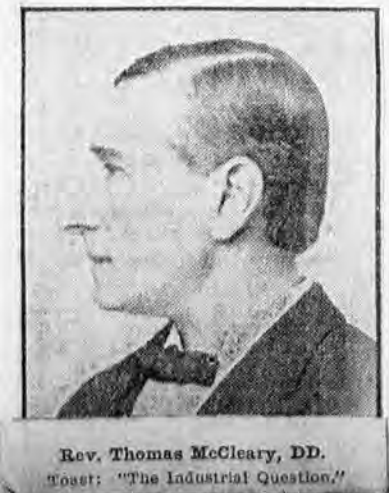
"Only a few years ago there was not a single institution in the United States that could turn out a road engineer. They graduated civil engineers, mechanical engineers, engineers for every other sort, but those which we most needed. Roadmasters do not know how to build a road. They think the way to go to it is to dig gravel and weeds from the roadside and throw them into 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 years.

"Let us do all we can for good roads. I am not talking to sell automobiles, for I can sell more automobiles than I can make."

CAPTAIN HOBSON'S ADDRESS.

Hero of Merrimac Fame Was Warmly Greeted by Audience.

The toastmaster in introducing the next speaker, Captain Richmond Pearson



Rev. Thomas McCleary, DD.
 Toast: "The Industrial Question."

President of the Chamber of Commerce, introduced the following committee, yesterday, in order:

son Hobson, told briefly of the thrilling exploit in Santiago Harbor that made the name of Hobson famous throughout the world.

"I was," he said, "a young man when the war broke out. I was in the United States Navy in relation to commerce."

"The only true foundation for commercial prosperity 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 commerce are apt to forget the 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 themselves.

"The world is much the same to-day as it was 1,000 years ago. The same weakness that brought about the downfall of the ancient maritime nations is only too evident in our beloved country. This is a full of destroying agencies and the greater the prosperity of a country the greater are the inducements for its destruction by other nations. For security you must have a navy. 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 industry. The navy requires many ships but comparatively few men. Other things equal, the nation that can defend itself through its navy is the one that is going to drive the other nations to the wall.

American Navy All Important.

"Liberty and liberalism have been nursed by the nations and people that have power in the form of ships. The ancient cities developed their high civilization through their shipping and only fell when they forgot their navy. Carthage, mistress of the seas, fell before the galleys of Rome. The American republic is the only great nation in the world to-day without powerful enemies at its land frontier. All European nations are thus embarrassed and it is for this reason they are obliged to keep large standing armies. Our security can be preserved only by naval power. Navies, it is believed, are the agencies for making liberty universal on this earth.

"Your great purpose is to foster commerce to do that you must first secure means of procuring the staples of commerce and secure them from aggression. Do you know that as I am talking to you here tonight more than one-half of the factories in America can be destroyed from the water? It is folly to think you can stop this with fortifications, mines or torpedoes.

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 inland 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 half 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 greatness which depends on the great new markets opening up across the seas. We shall soon reach overproduction in almost all lines unless we can reach these markets.

"Congress, after spending \$150,000,000 on other things, tried to establish a reputation for economy by cutting the paltry appropriation of \$3,000,000 for our navy. The consequence you have at hand can have security alone through our navy and upon the supremacy of that 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 Utica, who spoke on "Interstate Commerce," was the next speaker. He was listened to with closest attention by the business men who were naturally much interested in his topic. In part he said:

"The act to regulate commerce, approved February 13, 1877, 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 conservatively experimental and designed, as far as possible, to secure justice and protection to all the vast interests concerned. The reasons that led to this determination were briefly these:

"First—That the common law, the courts and their remedies were inadequate 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 carriers, markets, and waterways was even then such a constantly disturbing factor in the expansive conditions of the

country's transportation business as to be no longer a sufficient safeguard against the abuses which were so nearly inevitable. The abuses were of such a nature as to require legislative action. 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 designated can compel the reduction in cents, because otherwise the carrier can forever defeat justice by simply reducing 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 cents, and so on, ad infinitum.

Railroads Raised Rates.

"On January 1, 1900, the railroads raised rates on 89 articles about 31 per cent and lowered them on only 4. This was done in the face of revived business conditions and of lower cost, owing to improved methods and economies, increased tonnage and larger loads that more than offset higher prices for labor and material. Railroad earnings since then show this fact.

"It is certainly a serious objection to the present bill that it permits the giving of any evidence before the court of transportation. This will permit carriers, as at present, to withhold the facts before the commission and then to drag out and delay proceedings by a trial de novo upon the facts before the court.

"It is 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, 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 to the court for the commission. 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 opportunity to supply 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, on or after the start, during the progress of a judicial review of its action by the court of transportation, reopen its proceedings in any case and modify, suspend or annul its former order, ruling or ruling-making. This would enable a defeated party to prosecute at the same time two proceedings for review before two tribunals, and would lead to confusion and waste of money. 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.

"Regulation by Commission. "Many doubt with reason whether the vast subject of rates, classifications and regulations for carriers can ever be entirely 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 was carried as far as possible by perfecting and amending the interstate commerce act as proposed and then by giving its future operation a fair trial. The only effective and automatic regulator of railway rates that has ever existed is water competition under national or state control, and hence every opportunity 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 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 but only the railroad facilities then existing, but the co-operation in handling freight, of all the water highways that can be built and developed.

"President Roosevelt deserves the support of all citizens, regardless of party, in the noble stand that he has taken for interstate commerce act amendment, and until he succeeds, as success 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. MCCLARY'S PEEA.

Eloquent Minneapolis Divine Discussed "Industrial Question."

Rev. Dr. Thomas McCleary of Minneapolis followed, speaking on the "Industrial Question." In point of oratorical ability he was possibly the most eloquent of 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 coloring touching up; then he gets at his work again.

"There is such a thing as keeping so closely 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

country's transportation business as to be no longer a sufficient safeguard against the abuses which were so nearly inevitable. The abuses were of such a nature as to require legislative action. 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 designated can compel the reduction in cents, because otherwise the carrier can forever defeat justice by simply reducing 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 cents, and so on, ad infinitum.

"The real object of business is not the making of money, but the building into us of those qualities that make us men. 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 customers, punctuality in meeting engagements, justice in dealing, sympathy in bringing us into the knowledge of necessities and intelligence in managing affairs.

"These actions strike through the mere surface of our beings into their deepest nature as trees strike roots far down in the soil. And these things are actual because we find the business men the best hearted and best of any community. They make it their duty to harvest the plan its extension, support its philanthropies, contributing 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 of the earth, employ the people, and place the money, the supply of our wants. All of which shows the developing power of business and the manhood.

"The real object of a 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 danger of being selfish. To come in touch with others and have them feel that we have their good in view will bring pleasure to them, which will repay upon ourselves. A business that helps the world is worth carrying on and no other soul."

"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 amuse, 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 being said. I went into the office of an old man in your own city and was treated so well that I told him that I certainly should go there if I needed anything 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 employer and employee. The agitation between these two necessary factors in business keeps both parties in uncertainty and unnecessary care. It grows away from the possession of both parties out of the fact that 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 manages her kitchen up to the President of the United States, to find competent trustworthy people who can be relied upon to do seven days in the week, whether in store, bank, railroad, kitchen, office or farm.

"When many employers are proud, arrogant, self-satisfied and look upon their people as so many brutes; 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, hearts, families to care for, and a life which he is capable. The lack of care, interest and kindness on the part of employers causes clouds to form over the laboring man's sky, and makes him feel that the employer throws over the employee'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 industry and economy to provide a wholesome living, education for the children, and a little to put aside for a rainy day. If the hours of labor should not be too many, so that life becomes wearisome and the work endangers. The railroad companies have committed the crime of overworking to many lives.

"There should also be proper, wholesome and helpful conditions in which to labor. The mine cannot be made beautiful, but it can be made fairly safe. The store may not be a palace, but it can be bright from offensive odors, provided with pure air and natural light. We cannot make car couplings entirely safe, but we can arrange how little danger there is.

"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 business 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 side. 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.

life. "A little thing we can enjoy and do to brighten up the fields of labor should be done and I take it that this banquet is for that purpose.

Real Object of Business.

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ure. Talk your business down and other will do the same, think it down and other will talk it down. Think business up, talk it up, find it bright and cheerful, and others, attracted by the light you turn up, will find their way to your establishment."

PRACTICAL FORESTRY.

Eugene S. Bruce of Forestry Department Makes New Suggestions.

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 sledge hammer style that impressed the hearers. His ideas were somewhat novel but he was so familiar with his subject and so earnest in its presentation that he gained and held attention from start to finish. In part he said:

"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 the product with a view only to present returns. That is the ordinary way, the lumberman's way, and it is a policy which has inevitable consequences in the long run, would be the destruction of the forest, and the extinction of the lumber industry.

"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 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 look 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 utilization, which is foolish. The lumberman's way is not the forester's way, but the most extravagant policy of all, in its results, although its intention may be entirely praiseworthy. And that, gentlemen, is the policy under which our New York State forest is administered.

Repeal Constitutional Provision.

"Until the Constitutional amendment forbidding 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 considerable and increasing balance.

"It is 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 should be a growth represents a return of many thousands dollars a year should be wasted, and I urge upon each one of you as business men, as men of affairs, to give force and direction to the movement to repeal the constitutional amendment which prohibits the conservative removal of any timber for any reason from the state forest."

"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, 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 enterprise, no matter how well directed, can never entirely solve. 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 come, but it is within the power of your organization to aid enormously by precept and example in furthering the better use of the forests of the Empire State, upon which our continued industrial prosperity, and economic equilibrium in no small measure depends."

"It was promised that the speaking would end at 11 o'clock but the presiding officer, who was in the chair, was not made good. Most of the banqueters caught the midnight cars, however, and there was no complaint on that score.

"The decorations were the most elaborate ever attempted in this city and great credit is due to Winford Smith, who had personal charge of this matter. The guests who attended the banquet were given the dinner committee and Secretary Ives. Mr. Dunn then introduced the toastmaster of the occasion, Deputy Attorney-General Horace McGuire.

Welcomed by Mayor Cutler.

Mr. McGuire made a short address and then introduced Mayor Cutler, who 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 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 audience, and nowhere with greater propriety or with better hope for tangible results, I must not venture to occupy time which has been devoted, and which we all desire to devote, to our guests.

"It is only my very honorable and most agreeable duty to act as a prologue to the post-prandial 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 is my privilege to welcome the visiting speakers to the city, and to this company, and to thank them on your behalf for their attendance.

"It appears to me that the sincerity of your kindness and my appreciation of your kindness in making any practice here to make it, will be best evidenced

SEVENTEENTH ANNUAL DINNER OF ROCHESTER CHAMBER OF COMMERCE

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. McCleary 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 of the chamber have worked hard and given generously of their time to deserve praise, and it was a proper reward for their long and untiring efforts.

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 including and bantering vein being interspersed with those of a more serious and deeper trend. The chamber was for-

It was about 9:30 o'clock when Thomas B. Dunn, past president of the chamber, in whose honor the dinner was given,



HORACE MCGUIRE, Toastmaster.

THOMAS B. DUNN, Past President of Chamber of Commerce, in whose honor the dinner was given.

and began the speech making. Mr. Dunn thanked those present for their support he had received during his term of office and then said that the credit for the success of the banquet should be given to the dinner committee and Secretary Ives. Mr. Dunn then introduced the toastmaster of the occasion, Deputy Attorney-General Horace McGuire.

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Conolly, Edward D. Chapin, Rev. Horace
A. Chang, P. J. Cogswell, Mortimer Co
Cullinan, C. S. Clark, C. S. C. T.
den, P. V. Crittenden, Rev. W. C. Crittenden,
tar, Milton Clark, Rev. Charles C. S. Carter,
B. Chapin,

HORACE M'GUIRE.
Postmaster.

10

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 be found in a general stationary plant. The pamphlet continues:

"The tendency in modern development is for mechanical or automatic handling 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 economy in fuel consumption; but even in small plants where the cost of labor has not been changed by the mechanical stoker installation, it is the most universal testimony that the use of stokers, or smoke prevention devices, is 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 synonymous terms, and this statement is borne out by the records of tests, and the later, of well known men inclined in this bulletin."

The smoke nuisance did not come up for discussion at the meeting of the Chamber of Commerce trustees yesterday afternoon. Robert A. Badger provided, in the absence of President Rogers. It was reported that no agreement had been reached in the matter of the uniform bill 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 book, was endorsed. Notice was received from Division Freight Agent Bowman, 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 Hanson, J. B. Keller & Sons and the United States Automobile company were the new members admitted.

DIDN'T TOUCH SMOKE QUESTION

Feb. 30 — O. & C.
Chamber of Commerce Trustees Hold Monthly Meeting.

The trustees of the Chamber of Commerce held 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 both the old and new forms until an agreement can be reached.

The International Arbitration Society will hold a peace conference at Lake Mohonk on May 31st and June 1st and 2nd, and the chamber appointed Secretary Ives a delegate.

The resolution of the Buffalo Chamber of Commerce approving the adoption of an interchangeable 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 association.

Notice was received from the Erie Railroad Company, through George A. Bowman, the division freight agent, that beginning April 1st a new train will be run from Corning 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 Erie was thanked for its prompt attention to the request of the Chamber of Commerce.

A regular meeting of the Chamber of Commerce will be held next Monday night. Engineer George W. Rafter will deliver an address on methods of dealing with floods. Mr. Rafter was a member of the committee appointed by Mayor Cutler to investigate flood conditions in the Genesee and is thoroughly conversant with the subject. City Engineer Fisher will also speak on this subject.

The following members were admitted to the Chamber of Commerce: Philip Hanson, Rochester News Company, J. B. Keller & Sons, and the United States Automobile Company. L. S. Woodward, manager.

ADVERTISING A NATION.

Swedish Government Issues a Valuable Work on Country.

"Sweden: 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 modern and praiseworthy the book contains many revelations. The Swedish students or sociologists have far more to show by

way of accomplishment than have their American brothers. There are many Swedish laws, which are enforced rigidly, for the protection of the working classes, which would here be considered as limiting the rights of the "capitalist" of industry."

Matchmaking—not of the matrimonial variety—is a great industry in Sweden, 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 employees. If a man is injured or falls ill, the government provides that a set pension must be paid 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 must give a set amount toward the expense of his funeral. In the rooms where the matches are dipped in sulphur the men may not work more than four consecutive weeks at a time. The regulations provide for the sanitary condition of these rooms. The men must change their clothing before entering, and upon leaving these sulphur rooms, and the employers are obliged to furnish the men with the necessary changes of clothing.

Politics, manufactures, commerce, the professions and the sciences are dealt with in detail in this magnificent work, which was compiled and edited by Gustav Sundberg, first actuary at the Royal Swedish central bureau of statistics. An appropriation for the publication of the work was made by the Swedish government in 1900. It was to be printed in three languages, French, English and Swedish.

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, prettily 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 acquainted with the country of its birth.

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 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 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.

FAVOR MILEAGE BOOKS.

Trustees of Chamber of Commerce Concur in Favor of Interchangeable Mileage Books.

At the last meeting of the trustees of the Chamber of Commerce, the action of the Trunk Line Passenger committee in securing interchangeable mileage books for business men, was commended and the following resolutions were adopted:

The introduction of interchangeable 1,000-mile mileage books, good for passage on various trunk lines entering Rochester or the territory tributary to Rochester, largely through the efforts of the Trunk Line Passenger committee, provided a decided advantage to our merchants, manufacturers, and commercial interests, which was long sought for, and

Whereas, After a practical use of such mileage book in place of an individual book on each railroad, has demonstrated the usefulness and material saving of money invested on the part of our merchants, manufacturers and commercial interests in transportation, and is attested by the increasing use of such interchangeable books, therefore, be it

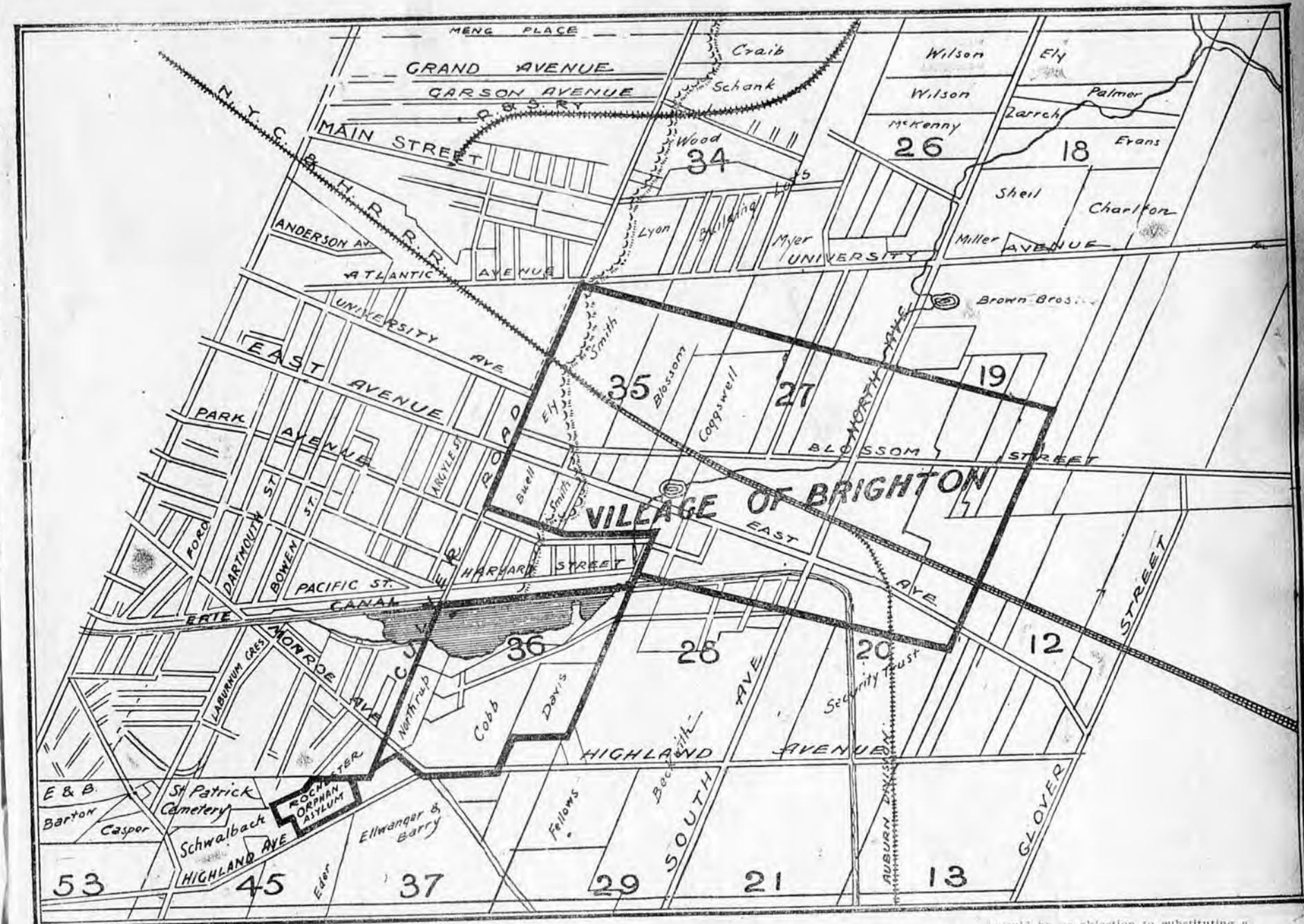
Resolved, That the trustees of the Rochester Chamber of Commerce heartily commend the members of the Trunk Line Passenger committee and similar committees, and their efforts in securing the introduction of such interchangeable mileage books; and be it further

Resolved, That we respectfully urge the said Trunk Line Passenger committee to take such action as may be necessary to secure the adoption of such mileage books by all railroads and their connections.

THE UNION AND ADVERTISER: TUESDAY, APRIL 4, 1905.

MAP SHOWING PART OF BRIGHTON ANNEXED

The Annexed Part Is the Territory Within the Heavy Black Lines, and Includes the Entire Village and a Portion of the Town.



UNION AND ADVERTISER
TUESDAY, APRIL 4, 1905.

HOW FLOOD CONDITIONS MAY BE MET

Engineer Rafter Addresses Members of Chamber of Commerce.

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 Genesee 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 evil might be remedied were

suggested by members of the committee which the mayor appointed to investigate and report on the matter.

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 said:

"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 Genesee river, which probably flowed this way. During the glacial period a large amount of moraine 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 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 straightening 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, altogether, a most considerable money, but it is an absolutely effectual remedy for floods in the city of Rochester.

"The course of the river at the point 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 river discharge beginning whenever the river rose two feet. A spillway could be constructed 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 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 200 feet to a length of 500 feet, or increasing it 100 feet. Such dams have not been used in this country, although they are used 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 room enough to excavate the banks for some little distance at the sides, so that the water can approach the dam at an angle of about eight degrees, they are well adapted for the purpose for which they were designed. In the case of the Genesee river, such additional width could 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 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 ice from 10 to 100 feet square and from twelve to fifteen inches thick approach this dam intact, but they are effectively broken in passing over it.

"It seems clear, therefore, that the Johnson and Seymour dam ought not to be removed without an efficient ice breaker being 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 falls twelve feet in a distance of 1,000 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 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 flood plane above the Johnson and Seymour dam, on account of the tendency to ice jams all 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, followed 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 trouble whenever there is a balancing of conditions in this way—that is to say, the ice jam passes out when the water reaches sufficient volume and velocity to carry it along.

"Moreover, ice jams usually occur before 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 become 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 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 under the conditions here involved.

"It is also considered possible that a

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 Coun-
try—No Smoke or Soot, Say Super-
visors—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 almshouse heating plant, despite the fact that the three sixty-horse power boilers were in full blast, burning a cheap grade of bituminous 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 automatic stoker in the county buildings.

The automatic stoker is the means by which the county authorities have solved the smoke problem, and the successful working of these attachments, as the board members said, was a most interesting feature of the 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 boiler plants of the larger establishments in the city.

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There is no possible question that the soft coal smoke nuisance can be entirely abated without the slightest infringement on the rights of the people who burn the coal that makes the smoke and without the slightest detriment to the city's manufacturing interests. 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 composed of coal—good, burnable coal—gone to waste. To compel the improvident persons who make the smoke to burn the coal instead of wasting it and to save the money they are now blowing up their chimneys would be to benefit them as well as everybody else. A smoke ordinance would be a benefit to everybody and damage nobody. Let's have one. *Democrat 4/19/05*

THE OLD BRACKETT HOUSE.



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.

COUNTY SETS 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 Supervisors met at their rooms in the Court House yesterday morning at 11 o'clock for the purpose of making a general inspection of the new county buildings, as a committee of the whole. Thirty members of the board put in an appearance 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 members 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 morgue on Elizabeth Street was visited. The Solons were the guests of Superintendent Lodge at dinner at the alms-

Pass the Smoke Ordinance.

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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 smoke-consuming devices.

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 Chamber of Commerce has long needed. Here is what he says about the purpose of his ordinance:

"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, 1906, 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."

So long as a practical smoke ordinance is made, it is a nuisance, punishable 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 or argument that they will save enough in fuel to pay for themselves in a short time. It is, therefore, a matter of economy to use them; instead of being a detriment to the manufacturing interests, smoke-consumers will prove a benefit.

There can be no question, therefore, that the time has arrived for the passage 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 ordinance, it cannot be pretended that it will be a hardship to require all establishments 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 will. Let the ordinance be passed, therefore, with no unnecessary delay. *Post Express 4/13/05*

THE PROPOSED SMOKE ORDINANCE.

The smoke ordinance introduced in the Common Council by Alderman Westbury, of the Third ward, Tuesday evening, was prepared by President Rogers, of the Chamber of Commerce, and the special committee appointed by him for the purpose of investigating and reporting on the smoke evil.

This measure is as fair, reasonable and conservative as any penal ordinance ever made. Its authors took into consideration 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 permitting 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 such fine.

The fourth section provides for the appointment and duties of a smoke inspector, who shall have power to enter the boiler or furnace room from which smoke is emitted and investigate the conditions prevailing there.

Several points seem to be clearly settled by observation and the experience of many manufacturers:

1. The smoke nuisance can be prevented.
2. That desirable end may be attained without very great expense or trouble.
3. Some have done and are doing this voluntarily and they report satisfactory results.
4. What is possible to a few is possible to all.

In this matter there is a chance for the operation 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 of 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 now."

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Fire Insurance Rates Must Be Lowered.

Times 4/13/1905

There has been a remarkable increase in the capacity of the Rochester Fire Department to deal with fires within the past three years. The capacity of the steam engine service and the Holly system has been increased fully 100 per cent. here. Here is an interesting comparison of conditions existing January 1, 1902, and those today:

On January 1, 1902, the city had six second-class engines, rated at 700 gallons capacity a minute each, and two third-class engines with the same rating, making a total rated capacity of 2,400 gallons a minute. Since then six first-class Metropolitan fire engines, rated at 500 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 THE DEPARTMENT TODAY IS 10,200 GALLONS A MINUTE, OR ABOUT DOUBLE THAT OF JANUARY 1, 1902. Since that date there has also been added a water tower with an extended height of 45 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 erection 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 boilers 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 INCREASED FROM 70 TO 325 MEN. The total expenditure for the betterment of the Fire Department, including the estimated expenditures for this year, is placed at \$312,000.

Accordingly Rochester has a fire protection service that probably is not excelled in any other city in the country, yet fire insurance rates have been increased so that there is general complaint that they are excessive, if not exorbitant. The indications are that the companies have taken advantage 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 significance of special risk to Rochester.

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BARGE CANAL TO GO THROUGH PARK

SURVEYORS AT WORK STAKING OUT THE ROUTE.

LINES MAY NOT BE FINAL

Mayor to Employ an Expert Engineer and May Have Suggestions Made to State-Line Cuts Up Finest Part of South Park

State surveyors went through Genesee Valley Park yesterday and located the line for the proposed barge canal. They were accompanied by the city engineer and the city engineer's assistants. The surveyors 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 boiler plants of the larger establishments in the city.

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According to the stakes of the surveyors and the tracings made, the line enters the park on the west side of the river at the south end of the Front property, crosses the river passing the new building of the Genesee Valley 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-go-round, crosses the road six feet north of the bicycle and horse sheds, leaves the park and crosses the Lehigh Valley and Erie Railroads about six hundred feet south of the new subway.

The proposed route is then carried about a thousand feet south of Crittenton Park, where it crosses Mount Hope avenue. 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 spoil the fine picnic grounds, and the merry-go-round, and the merry-go-round will have to be removed. Two of the finest trees in the park, a great elm and a magnificent oak, will have to be sacrificed.

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 intends to employ the services of an expert engineer to go over the matter and advise as to the route that will be for the best interests of the city.

The canal is not only to be the main route of the canal, but also as to the location of the proposed spur into the shipping centers of the city. *D.C.*

Defying the Supreme Court.
The statement of certain labor leaders 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 defiance" of that high tribunal and the defiance 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 especially upon the men elevated to positions 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 laws governing action in such cases.

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 in this particular piece of legislation the police power of the state was exceeded and this 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 Fourteenth 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, limits his freedom of contract and puts a check upon his industry.

Such a law must 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 Peckham, who wrote the majority opinion of the court, holds that there was "no reasonable foundation for holding this to be

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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 permitting 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 such fine.

The fourth section provides for the appointment and duties of a smoke inspector, who shall have power to enter the boiler or furnace room from which smoke is emitted and investigate the conditions prevailing there.

Several points seem to be clearly settled by observation and the experience of many manufacturers:

1. The smoke nuisance can be prevented.
2. That desirable end may be attained without very great expense or trouble.
3. Some have done and are doing this voluntarily and they report satisfactory results.
4. What is possible to a few is possible to all.

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Practical Test of Smoke Cure.

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 almshouse heating plant, despite the fact that the three sixty-horse power boilers were in full blast, burning a cheap grade of bituminous 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 automatic stoker in the county buildings.

The automatic stoker is the means by which the county authorities have solved the smoke problem, and the successful working of these attachments, as the board members said, was a most interesting feature of the 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 boiler plants of the larger establishments in the city.

Supervisors' Clerk Willis K. Gillette was one of the interested spectators in the boiler room and returned enthusiastic over the device.

"The three big boilers were all going," said Mr. Gillette to a reporter, "and no smoke could be seen coming from the chimney. While not advertising our particular manufacture," continued the clerk, "I can say that the automatic stokers which these boilers are equipped are certainly a conclusive demonstration that they are practical smoke-consuming appliances."

The coal goes into a hopper from the bin, through automatic steam pressure, is fed to the fire by the stoker, and the ashes and clinkers go to the top, and they are thus burned out thoroughly. The ashes are raked every hour and a device shoots them up to the door which in the ordinary boiler is closed, but in this case the door from which the ashes are removed. A big round cylinder through which the coal goes to the fire is fed by a hopper, the hopper being fed in turn by a conveyor.

Chairman Griff D. Palmer and several other members of the board were decidedly pleased over the work of the plant in fuel-burning heat and electricity light to the buildings. While a considerable amount of coal is used at the plant, there is said to be no waste and several of the supervisors got together and began to discuss the advisability of installing automatic stokers in the boiler and lighting the Court House, jail and morgue from the almshouse plant. It is believed that this could be done at comparatively small expense. It is more than probable that the project will be agitated at the May meeting of the board, when the inspection will be discussed.

The party, to the number of forty, was entertained at dinner by Superintendent Clarence V. Lee. After dinner, the inspection was begun, and when the board had concluded looking into the merits of the heating plant, the members took a look through the new county hospital, where the divisions were found to be less complimentary to board, Building Committee, contractors and architect.

Because of warping it will be necessary to relay the floors in some of the rooms. It is said, it is said, a patent preparation of some kind will be all that is necessary to fill in the cracks. In nearly every room necessary to put in slatted steel ceilings, which were not included in the contract, and will make considerable additional expense. The hospital has been more than two years in building, but under these two changes are made in the interior, the board expects to hurry the work along to conclusion.

The morgue was the last building inspected. It was found to be in a condition not

224 P.E. 4-21-05

ENGINEERS WILL NOT BE HELD RESPONSIBLE

President Rogers Says That Smoke Ordinance Has Been Changed—No Occasion for Criticizing Measure.

Members of the International Union of Steam Engineers, Flower City Association and Monroe Association, National Association of Stationary Engineers, and Universal Craftsmen'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 for the owner or lessee for the smoke nuisance. Committees from each of these bodies held a joint meeting in the city hall last night to plan a campaign in opposition to the proposed ordinance. 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 more stringent license law, as many incompetent 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 laboring 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 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 Smoke Nuisance.

Rochester is not the only city where a strong sentiment in favor of an anti-smoke 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 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 factories 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 demonstrated 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 economy, and an offer to install consumers 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 the immediate passage of the ordinance is universally 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 mistake, the clause to which they objected having 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.

So far, the efficacy and general merit of smoke consumers has been made known to a very deep impression in Syracuse—Syracuse 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 its inhabitants, and smoke consumers 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 anywhere, provided a reasonable time is given for the introduction of the new apparatus?

Democrat and Chronicle

1905. April 21.

DEATHS DUE TO DUST AND SOFT COAL SMOKE

That is the Belief of the Health Officer, as Set Forth in Bureau Report for March.

The report of the Health Bureau for March, as submitted to Commissioner Gilman yesterday by Dr. G. W. Galer, health officer, follows:

During the month there were 307 births reported, rate per thousand 22.20; 135 deaths reported, rate per thousand 10.8. Including 34 non-residents who died in public institutions, the net deaths of citizens of Rochester is 280, and the death rate per thousand 10.71.

The chief causes of death other than those due to communicable diseases were: Aneurysm, 10; appendicitis, 5; apoplexy, 3; diabetes, 7; heart disease, 26; pneumonia, 29; general paralysis of insane, 6; senility, 20; cancer, 11; cancer, 18; consumption, 21; diphtheria, 8; measles, 2; epidemic cerebral meningitis, 2; pneumonia, 2; scarlet fever, 5; typhoid 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 coal smoke undoubtedly effected a considerable proportion of these deaths.

Among the contagious diseases reported there were 60 cases of scarlet fever and 5 deaths, the largest number of cases of scarlet fever reported in any month since 1902. There were 73 cases of diphtheria and 2 deaths, a considerable diminution in the number of cases of diphtheria.

There was one case of typhoid fever reported, while 2 deaths, which shows the effect of physicians in reporting cases of typhoid fever. Scarlet fever, diphtheria, measles are present in the epidemic form. Measles is found among a large number of school children, and as members of these cases are reported, numbers of children go to school and infect children in the schools. While measles is considered a mild disease, it is estimated that 10 per cent of all the deaths 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 ordinance, introduced in the Common Council April 19th, 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 for the amount of smoke from the chimneys of their buildings.

An amendment to the proposed ordinance will be offered at the meeting of the council next Tuesday night by Mayor McClellan. It was made by Alderman Raymond E. Westbury, 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 Craftsmen'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 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 objected, and the committee in charge of the ordinance was glad to reconsider 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 responsible, do their work under the orders of their employers."

LIBRARIAN TO SPEAK

Dr. Canfield of Columbia University Before Chamber of Commerce.

The regular monthly meeting of the Chamber of Commerce, usually held on Wednesday night at 8 o'clock, will be held on Wednesday night at 8 o'clock. The speaker will be Dr. James H. Canfield, librarian of Columbia University, New York, whose address will be: "The Public Library as an Integral 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 the public library question better than he, and in the cities where he has appeared he has been greeted by large and intelligent audiences. The chamber congratulates itself in being able to obtain the services of so distinguished an educator and speaker."

"Among those who will be present are Mayor Cutler, the members of the university and theological seminaries, principals and teachers of the public schools."

Dr. Canfield will be introduced by President Rogers. P.E.

CHAMBER OF COMMERCE

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."

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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 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 also be present.

Rochester Chamber of Commerce.

The regular monthly meeting of the Chamber of Commerce will be held

Wednesday, April 26, 1905, at 8 p. m.

on which occasion

DR. JAMES H. CANFIELD

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THE PUBLIC LIBRARY AS AN INTEGRAL PART OF THE SYSTEM OF PUBLIC AND FREE EDUCATION

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The Chamber congratulates itself in being able to obtain the services of so distinguished an educator and speaker.

You are cordially invited to be present. No ticket of admission will be necessary.

JOHN M. IVES, Secretary.

Rochester, N. Y., April 22, 1905

Public Library an Integral Part of the Free Education System.

The regular monthly meeting of the Chamber of Commerce will be held next Wednesday, New York, will deliver an address on "The Public Library as an Integral Part of the System of Public and Free Education."

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.

The public is cordially invited to be present. No ticket of admission will be necessary.

Opposing the Mortgage Tax.

The business men of Rochester, who are opposed to the mortgage tax bill, and urged the governor to veto it.

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 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 unbusinesslike; 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 no new experiments in taxation should be made till the commission has investigated and reported.

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 a time for new taxation and that the only thing to do was to reduce expenditures.

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Post-Express

AGAINST TAX BILL

Chamber of Commerce Does Not Favor the Measure.

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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 Governor 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 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 result from the enactment into law of the Mortgage Tax bill now pending before the Governor, and are almost unanimously 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 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 property interests; and

"Whereas, 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 unbusinesslike and in the collection of the tax thereunder will greatly disturb economic and business conditions; 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 mortgages should be referred to the commission on taxation."

At a meeting of the insurance committee 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 recommendations 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 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 Hampton Moore, chief of bureau Department of Commerce and Secretary Ives expressed the sympathy of the chamber with the legitimate method of promoting manufacturing interests of the country suggesting intelligent reciprocity those countries from which the States obtains raw material and in which the suggestions of the committee have been met and upon having in its service an engineer of Mr. Fisher's evident ability.

Reference was made to the banking facilities in South America at present all exchange is being sold through London or some foreign capital. The selection of families with the language, customs and the countries to which appointed was urged by the chamber. It was suggested that a commission to inquire into the 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.

The chamber, through Secretary Ives, has investigated the complaint local business men that the rates between this city and Buffalo are too high. Mr. Ives has received from the Postal and Finance Telegraph companies a received, from the Postal Company, the information that the rates were not too high, but that the rates were too low. An adjustment of the rates was suggested, but would increase the rate from 25 cents per Buffalo and 1 cent per Buffalo.

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ASK GOVERNOR TO VETO BILL

MORTGAGE TAX MEASURE IN LOCAL DISFAVOR.

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THE PUBLIC LIBRARY.

Interesting Lecture Last Night at the Chamber of Commerce.

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 the System of Public and Free Education."

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Historic Scrapbooks Collection

sonally he favored preserving and perpetuating the reputation held by Rochester through the country for its cleanliness. Experience had told him, he said, that the smoke nuisance could be largely abated by the installation of local consuming plants of special devices now on the market. He thought the saving in fuel alone, through the constant use of these devices, ought to recommend them to every manufacturer. Still, he did not mean to advocate any measure which would inflict a burden on any manufacturer or deter other manufacturers from coming into the city. Mr. Barry argued that Rochester should be foremost in the movement to abate the smoke nuisance. He thought every manufacturer and public spirited citizen should lend a helping hand to make the city cleaner.

Rev. William H. Taylor, D. D., pastor of Brick Presbyterian Church, also spoke enthusiastically in favor of the enactment of some measure which would abate the smoke nuisance. Personally he felt that every fair minded citizen and manufacturer in the city would aid in a movement of this kind, and it would 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, was itself enough justification for the enactment of an ordinance to abate the smoke nuisance. The tribulations of housewives on washday were also cited by Dr. Taylor as a further illustration of the urgent need of such an ordinance.

F. A. Stecher, of the Stecher Lithographic Company, Chief Engineer Jones of the Pfau & Company, A. T. Hagen of the Star Palace Laundry, J. H. Leathers, chief engineer of the Powers block, Frederick Sherwood, Charles W. Dunham, chief engineer for Bausch & Lomb; G. A. Vinton, chief engineer for the Sibley, Lindsay & Currier Company; Philip 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 claims.

After listening to the arguments on both sides the council members 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.

FRIDAY, MAY 5, 1905.

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 committees of the Common Council last night in the Council Chamber to give their opinions on the utility and practical bearing of the proposed anti-smoke ordinance introduced by Alderman Westbury, of the Third ward, at the instance of the Chamber of Commerce.

Alderman Kennedy, of the Second ward, opened the meeting, and called on President Clinton Rogers, of the chamber, to introduce the speakers in favor of the ordinance. It was soon demonstrated that all but one of the men present favored the ordinance. The one dissenting was Henry B. Hathaway.

Mr. Hathaway said the manufacturers of the city had not known of the hearing and were not ready to present their side of the case. He asked the committee to adjourn another hearing in order that the manufacturers could be present, and 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 drive factories out of the city.

At the close of the meeting the committee went into executive session and agreed to hold another hearing on May 16th. Women interested in the subject will be invited to be present.

The arguments in favor of the adoption of the smoke ordinance as it is now framed were strong. The first speaker called upon was Frank A. Stecher, of the Stecher Lithographic Company. He said:

"Moved by my experience with reference to smoke, I will back Mr. Rogers in any effort to prevent the smoke nuisance. I believe it can be done without loss to the manufacturing interests of the city and I believe the adoption of the ordinance would be a benefit to the city at large. The injury by smoke is not alone to buildings, but to merchandise in stores. This injury amounts to thousands of dollars every year.

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 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 ordinance. 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 winter. The need of this was shown by the fact that it should be stopped and the committee to inspect the smoke consumer in use at our factory."

A. T. Hagen said that he was of the opinion that the automatic furnace stoker was a good smoke consumer. He put one in his building because it was a money saver. He would like to see the immense amount of smoke in Rochester done away with.

William C. Barry presented a practical argument for the ordinance. He said: "Take all citizens, I am interested in the city's welfare. I should like to see the smoke nuisance 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 Rochester is known the world over as one of the most beautiful cities of the world. The smoke nuisance 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 successfully if they use coal of the highest quality, but I think there are devices by which the smoke nuisance can be abated. This ordinance was prepared by the Chamber of Commerce Committee. The law 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 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. No one man or twenty men can do this thing, but it is 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 are obliged to consume great quantities 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 a saving of 17 per cent in fuel and called on a number of engineers in manufacturing plants to bear out the assertion. Chairman Kennedy 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 automatic stokers.

Testimony of an Engineer. James A. Leathers, chief engineer of the Powers buildings, said he regarded the device as economical. "In regard to the smoke consumer and stoker used in our buildings I will say," he continued, "that we can use an inferior grade of coal, slack, and get 20 per cent more efficiency than we can with mine run coal, hard fired little smoke. Our chimneys are closely watched and no smoke appears except perhaps for a minute while the fires are being cleaned. An expense of \$1,000 was incurred in putting the automatic stokers in the Powers building. For this we got 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 to put in smoke consumers when they know the saving accomplished. In regard to the saving accomplished, the result of a test of the hand-firing method as compared with the automatic stokers, which bore out his statements. He invited the committee to inspect the device used."

Frederick A. Sherwood, of South Goodman street, was the next speaker. He said his firm had put in smoke consumers, but 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 fires are being cleaned," he added. "We installed the device to stop the complaints of our neighbors 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. C. A. Dunham, chief engineer at the Bausch & Lomb optical plant, said: "I am interested in devices that save coal and give perfect combustion. My experience with mechanical stokers is that they would be a help to any manufacturer using soft coal. When there is black smoke 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 power and a saving of 17 1/2 per cent on our 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 use of stokers. I often wish I could go into twenty of the big plants in this city, attack the stokers and put the savings resulting in one year into my pocket."

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"We burn soft coal and our neighbors make no complaint. We have an 800 horse-power boiler equipped with automatic 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

from the large chimneys."

Minister Speaks for Women.

Rev. William R. Taylor, D. D., pastor of Brick Presbyterian Church, spoke in favor of the ordinance. He said: "I have listened to the statements of public 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 hour find them covered with soot 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 pockets of the men who own the plants that throw out the filth. 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 keep their home and children clean. The extra toll caused these poor women by the clouds of black smoke floating in the air is a cruelty. Smoke is a nuisance 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 our heads than we have to dump ashes on our doorstep."

James Sargeant said he had been using a smoke consumer for eighteen years. He had found it economical. He had been fighting against the smoke nuisance alone for years. "I am glad to see that the Chamber of Commerce has changed its mind. It is not properly reckoned with this force in the production of black smoke. I know they save 15 per cent of the fuel."

Mr. Hathaway said this original ordinance was copied from ordinances in effect in some cities. The ordinance had been amended to relieve engineers of responsibility for violation of the law. The engineer is the one who is primarily to blame for the production of black smoke, said Mr. Hathaway, because it shows he does not know how to feed the fires or else he tries to save his own labor.

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 health boards in Detroit and St. Paul, stating that the ordinance was a benefit to their city. Democrat & Chronicle.

HERALD, SATURDAY,

MAY 6, 1905.

WOMEN EMPHATIC

Members of Educational Union Want Smoke Ordinance.

DECISIVE ACTION IS TAKEN

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 Women'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 before the common council. Not only did the women decide without discussion to take up the matter and bring about influence at their command to secure the passage of the ordinance, but they appointed a committee of ten to attend the next Aldermanic hearing and urge the matter upon the attention of the members of the committee from a woman's standpoint.

After a very little deliberation it was decided more weight would be given to the arguments of the committee, as well as other people who might be present to urge the passage of the ordinance. If 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 come with them. The hearing is to be held next week.

It was evidence of the unanimous sentiment 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 abatement of the smoke nuisance. These reasons, as stated at the meeting, are that the smoke makes necessary an unreasonable amount of house cleaning and scrubbing, as well as laundering and also affects the throats of the children and increases tuberculosis.

"It has injured my carpets so they are practically ruined and in a short time will have to be replaced," said one housewife. "The way it affects their future health is as unnecessary as it is ridiculous," echoed another. "We scrub all the time and cannot keep our windows clean, and the common council does dirtier than they ought to, while their clothing gets dirty much quicker

than it should."

There is nothing more eloquent in regard to this matter," said Mrs. W. A. Montgomery. "I have no different opinion from the women of this city. It is to be hoped the common council will keep 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 injure business, said one woman, is a bogie. Cleveland has more factories than Rochester and is getting more, although it has a smoke ordinance and it is rigidly enforced.

The committee appointed consists of Mrs. William Eastwood, chairman; Mrs. Charles Fitz Simons, Mrs. Edmund Lyon, Mrs. Henry Danforth, Mrs. Joseph T. Alling, Mrs. Charles W. Dodge, Mrs. Howard L. Osmond, Mrs. Arthur Castle and Miss Susan B. Anthony.

The first business to come before the meeting, at which the president, Mrs. W. A. Montgomery presided, was the reports of the secretary, Mrs. F. P. Dow, and of the treasurer, Mrs. Hopkins. The reports showed that the receipts during the past year had been \$3,843.68 and the disbursements \$1,023.62. The report of the various committees were received. That of the educational 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 children. Through the obtuseness, neglect and misdirection of the powers that be, it becomes destructive where it might be creative—a nuisance when it should be a blessing. How this force can be utilized and wonderful things accomplished is demonstrated in the marvelous success of the home school. Each year it has transcended itself, until now it is a problem of proportion. Our flower industry is an illustration of what can be achieved if you commence young by simply turning the irrepressible force of the child into a wholesome and natural direction.

Last year we had more than 1,500 individual exhibits in our flower show, representing every school in the city, besides quantities of flowers from the school yards. Our problem of proportion is that there is no place in the city large enough to hold the flower show next year. We are considering dividing it up among four or more schools located in different sections of the city, and giving ribbons instead of material prizes.

"One project very near to the hearts of at least one of our members is securing the ground occupied by that despicable and dilapidated row of buildings near the west lock on South Avenue and turning it over to the Park Board for a children's playground. Mrs. Hoyle has been enthusiastic about bringing this to pass and the Y. M. C. A. Play Ground League, Board of Health, and nearly all the local organizations are in favor of it. It is a good air in the city are ready to help."

Mrs. Porter Parley read the report of the vacation school committee. It was very gratifying and showed a marked progress in this line of work. 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 the three who volunteered 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 complaints of domestic against their mistresses were very frequent, but the law was becoming better understood and there are consequently fewer complaints. During the past year twenty-six new cases were presented for investigation, five of which were found to be groundless. Of the remainder thirteen were placed in the hands of lawyers 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 Blagden 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 and made a part of their life. I wish to mention a few reasons why we need a new building in Rochester which will be dedicated especially to the uses of women. Women are always cramped 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 women can be hired for quiet entertaining and where shoppers from out of town can rent a room for the night. There are many reasons 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, Detroit and other big cities."

Mrs. Montgomery then went on to tell of the good work which is being accomplished in Boston by the various departments in the women's building. She also said she understood that Mirror Hall is to be built up into offices, and if this is so, it will make it all the more desirable that a building with an attractive hall in it, in which women would feel at home, should be erected.

After the president's address, the meeting adjourned and the members went to the basement of the building, where refreshments were served.

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In this dynamic age one tremendous force is not properly reckoned with. This is the enthusiasm and activity of the children. Through the obtuseness, neglect and misdirection of the powers that be, it becomes destructive where it might be creative—a nuisance when it should be a blessing. How this force can be utilized and wonderful things accomplished is demonstrated in the marvelous success of the home school. Each year it has transcended itself, until now it is a problem of proportion. Our flower industry is an illustration of what can be achieved if you commence young by simply turning the irrepressible force of the child into a wholesome and natural direction.

Last year we had more than 1,500 individual exhibits in our flower show, representing every school in the city, besides quantities of flowers from the school yards. Our problem of proportion is that there is no place in the city large enough to hold the flower show next year. We are considering dividing it up among four or more schools located in different sections of the city, and giving ribbons instead of material prizes.

"One project very near to the hearts of at least one of our members is securing the ground occupied by that despicable and dilapidated row of buildings near the west lock on South Avenue and turning it over to the Park Board for a children's playground. Mrs. Hoyle has been enthusiastic about bringing this to pass and the Y. M. C. A. Play Ground League, Board of Health, and nearly all the local organizations are in favor of it. It is a good air in the city are ready to help."

Mrs. Porter Parley read the report of the vacation school committee. It was very gratifying and showed a marked progress in this line of work. 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 the three who volunteered 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 complaints of domestic against their mistresses were very frequent, but the law was becoming better understood and there are consequently fewer complaints. During the past year twenty-six new cases were presented for investigation, five of which were found to be groundless. Of the remainder thirteen were placed in the hands of lawyers 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 Blagden 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 and made a part of their life. I wish to mention a few reasons why we need a new building in Rochester which will be dedicated especially to the uses of women. Women are always cramped 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 women can be hired for quiet entertaining and where shoppers from out of town can rent a room for the night. There are many reasons 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, Detroit and other big cities."

Mrs. Montgomery then went on to tell of the good work which is being accomplished in Boston by the various departments in the women's building. She also said she understood that Mirror Hall is to be built up into offices, and if this is so, it will make it all the more desirable that a building with an attractive hall in it, in which women would feel at home, should be erected.

After the president's address, the meeting adjourned and the members went to the basement of the building, where refreshments were served.

It is nothing more eloquent in regard to this matter," said Mrs. W. A. Montgomery. "I have no different opinion from the women of this city. It is to be hoped the common council will keep 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 injure business, said one woman, is a bogie. Cleveland has more factories than Rochester and is getting more, although it has a smoke ordinance and it is rigidly enforced.

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The appointment of a smoke inspector, under 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 may seem justifiable, but not until then.

Mr. F. A. Stecher has forcibly shown that Mr. W. P. Davis is not fair in his argument that the city should not pass a smoke ordinance because it would injure the manufacturing interests. Although it is likely that a smoke ordinance would be expensive for a few individuals, it is not fair that they should declare it a general evil. The social relation often calls for a sacrifice of special interests to the common good.

As a matter of fact, Mr. Stecher declares, the improved smoke-consuming 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 nuisance 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 business.

Mr. Stecher makes a strong point when he declares that if the anti-smoke ordinance men had attended the meetings held to discuss the project of abating the nuisance and had heard the testimony, authoritative and voluminous, of public-spirited business men in favor of the proposed measure, they would not have a leg to stand upon.

The smoke ordinance ought to pass without fail at the Council meeting tonight.

MANY SIGNERS

Nearly 2,000 Names on Smoke Ordinance Petition.

OPPOSITION ALSO VERY BUSY

Manufacturers Say Their Remonstrance Will Represent at Least Two-thirds of the Industrial Trade and a Capital of More Than \$40,000,000—Ordinance To Be Changed

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 Chamber.

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 the ordinance.

At a meeting of the Local Council of Women in the Chamber of Commerce yesterday afternoon the smoke ordinance was discussed. Mrs. C. A. Parsons, chairman of the Public Health Committee, demonstrated the improvement in other cities through the passage of a smoke law. All of the women present signed the Chamber of Commerce petition.

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 Commerce, says:

"Your favor of the 19th came duly to hand, and notice, while you disapprove the conditions now existing in reference 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 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 engineers, and in our city, as to their results by using improved devices for the prevention of smoke and the saving of labor and fuel, it might have been the means 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 number 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, and we have reports from at least ten of our large manufacturing plants to this effect—therefore I believe in place of injuring the manufacturing interests of the city, it will be a great benefit to them to make this change.

"It 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 decreasing. I am interested in the city's welfare, and especially in the interests of our manufacturers, the same as you are, and would not for a moment think of doing anything to their detriment."

Statement by D. A. R.

The following statement by the Daughters of the American Revolution was given out yesterday:

"The members of Ironsquoit Chapter, Daughters of the American Revolution, wish to express their patriotism by endorsing the anti-smoke ordinance presented by the Chamber of Commerce. With the best interests of our city

beautiful city at heart, it has been to us a constant grief to see its buildings tarnished, its atmosphere polluted, good housekeeping rendered impossible and the burden and expense of living greatly increased by the clouds of black smoke that constantly hang over our city and permeate our homes.

"That the relief promised by this ordinance may speedily come, is the earnest wish of the Daughters of the American Revolution."

Those manufacturers who are opposed to the ordinance say they will present a strong remonstrance to the Aldermanic committee at to-night's meeting. They declare it will represent the sentiments of three-fourths of the manufacturers of 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, many officials of the Rochester Light and Power Company, Benjamin E. Chase, treasurer of the National Casket Works, Currier Brothers Company, Hubbard & Eldridge, E. W. Peck and Ralph Gorsline are among the important business representatives opposed.

It is not consistent for the opposition to the smoke ordinance to call attention 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 smoke 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 \$27,000,000. 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-consuming 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 25,000 citizens in favor of a smoke ordinance 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 hesitation about adopting a smoke ordinance.

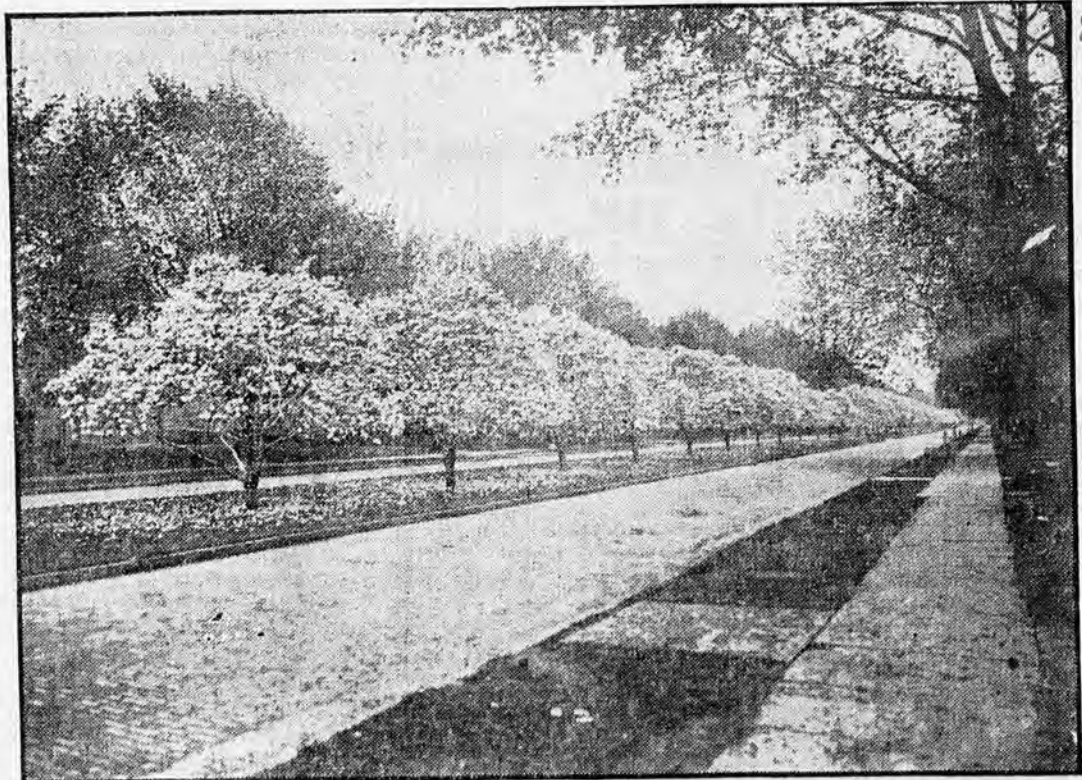
On the other hand William C. Barry and President Clinton Rogers, of the Chamber of Commerce, declared positively, to quote Mr. Barry, that "with the smoke consuming devices of the present day, which are within the means of the smallest manufacturer, it is possible to regulate the smoke, and not only 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 the owners."

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 owners 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 Kodak Company, for example, which has long been experimenting with smoke consumers, could have every courtesy extended to its agents at the Chamber of Commerce 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 observation.

This is not a question of theory or merely of sentiment, but of business economy. If smoke consumers are coal savers every business man at the head of an establishment having a boiler and furnace ought to know it. It is a business proposition as well as one relating to cleanliness and sanitary conditions. It doesn't seem possible that so many practical men who say they have used smoke consumers and find that they prevent the escape of smoke and also save coal—which costs money—can be mistaken. If there is one single successful and economical smoke consumer 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 prosperity and happiness for a city to be smogged and begrimed with smoke. It is nothing of the kind. The cleanest cities of the future, like the cleanest factories and business establishments, will be the most prosperous ones. The time has arrived to put an end to the smoke abomination. 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 should be taken immediately.

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 gaze upon what is without doubt one of the prettiest sights of the spring season in Rochester.

The Anti-Smoke Ordinance.

The ordinance which has been proposed to compel the attachment of smoke consuming devices to the soft coal burning 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

wasted. It is plain that the enactment of the 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. It would make cleanliness of person, of 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 expense.

We can see no tenable ground for objection 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 opposition should be disregarded, and the ordinance passed.

The affirmative and the negative regarding the proposed anti-smoke ordinance both had a hearing before the Public Safety Committee of the Common Council Tuesday evening, and the discussion, whichever else it proved or failed to prove, showed how much positive testimony can 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; but when the friends of the ordinance secured the floor they made out such a strong case that one wonders what the anti-ordinance people could hope for in the face of such conclusive evidence.

Mr. Barhite's speech against the ordinance was a clever effort, but it impresses 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 efforts to secure a satisfactory smoke consumer. But Mr. Eastman admits that there are successful mechanical smokers on the market for boilers exceeding 100 horse power, his contention being that there are none of established reputation suitable for boilers of under 100 horse power.

On the other hand William C. Barry and President Clinton Rogers, of the Chamber of Commerce, declared positively, to quote Mr. Barry, that "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 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 the owners."

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Opposition Took Floor.

Attorney Barhite set the ball rolling for the opposition, saying that although he did not wish to oppose any scheme which seemed in any way 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 upon 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 families 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 them.

Mr. Barhite then attacked the ordinance itself on legal points. He said that once such an ordinance was in effect there would be no way of stopping its operation in a petty way, that the householders whose kitchen chimneys 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 railroads which operate in Rochester and said that if there was any way of placing smokers on engines used by railroads the railroad company would be liable to prosecution.

Let us have an ordinance which will affect all alike and will be fair" was his cry. "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 who he represented:

Whitmore, Taggart & Vignola, J. Hungerford & Company, Robert A. Badger, W. P. Davis Machine Company, Rochester Glass Works, F. E. Reed; Rochester Sewer Pipe Company, R. H. Gorsline; W. J. Adams, Addison, Griff D. Palmer, Walter B. Duffy, Moseley & Motley Milling Company, H. D. Stone Company, J. G. Davis Company, estate of J. Edgar Jones, G. C. Hopkings, Eco Brothers Company, Carlton Manufacturing Company, Adolph Spieher, 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, J. Rogers, secretary and treasurer; Briggs Brothers & Company, Crossman Brothers, Enterprise Foundry Company, R. H. Var-

SMOKE ORDINANCE WAS DISCUSSED

But Council Committees Took No Definite Action.

LENGTHY MEETING

Attorney John A. Barhite Represented \$40,000,000 of Strong Opposition.

BACKED BY LONG LIST OF BUSINESS INTERESTS

From 7:30 until 11 o'clock last evening, those who favor and those who oppose the proposed smoke ordinance fought a verbal battle before the Public Safety and Law Committees of the Common Council in the council chamber. There were many speakers for both sides, the aim being filled with a crowd of interested non-participants in the debate. The affirmative and negative speakers gallantly until after 10 o'clock, then one by one stole away until only those most interested were left. It was announced by Chairman Kennedy 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 meeting last night.

Attorney John A. Barhite 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 and introduced William C. Barry, who spoke at length. Petitions signed by upwards of 25,000 citizens and business concerns were also placed up before Chairman Kennedy, silent orators for the ordinance.

Opposition Took Floor. Attorney Barhite set the ball rolling for the opposition, saying that although he did not wish to oppose any scheme which seemed in any way 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 upon 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.

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ian, president; Otis Elevator Company, F. B. Graves, manager; William B. Morse Lumber Company, John Hoffman Company, Harry Michaels, commission merchant; Brewster, Crittenden & Company, W. A. Wilson, Machine Company, Bantline Brothers Company, Chapman & Thompson, Rochester Telephone Manufacturing Company, Thomas W. Finucane, treasurer; George Weldon, R. P. B. Company, L. N. Gier, manager; W. W. Morrison, Hollister Lumber Company, N. C. Demond, treasurer; Vacuum Oil Company, J. W. Gills Company, C. A. Buff, treasurer; Woodbury Whip Company, Rochester Machine Screw Company, John O. Hatfield, Currier Brothers Company, Union Textile Manufacturing Company, Miller Cabinet Company, Henry Lilly & Company, J. A. Hinds & Company, William H. Duffel, president; Matthias Kohn, Hubbard & Eldridge Company; Brooks-Morley Company, Atlantic Stamping Company, Stein Bloch Company, New York State Sewer Pipe Company, Hickey & Freeman Company, Copeland & Turpin Company, Co-operative Foundry Company, Standard Sewer Pipe Company, Williams, Hoyt & Company, Rochester Railway and Light Company, Melchior, Stern & Company, Allen, Woolson & Company, Rochester Stamping Company, O. T. Stacy Company, Rochester Chemical Company, T. B. Prichard, president; Jacob Howe, W. H. Fitz, Simons, Still Sons, W. S. Smith, Cash, Door Company, Monroe Brewing Company, Flower City Brewing Company, Bartholomew Brewery Company, Genesee Brewery Company, Standard Brewing Company, American Brewery Company, estate of C. B. Woodworth, Cross Brothers & Company, Hathaway & Gordon, Nathan Levi, E. De Garmo, Rochester Lead Works, F. C. Crittenden & Company, Armstrong Company, Thomas W. Finucane Company, Empire Moulding Works, James Cunningham Son & Company, C. B. Woodworth Son Company, E. M. Upton Coal Company, J. T. Schuler, Tichner & Jacob, John C. Hughes, C. F. Cohran, Barton Brewery Company, C. K. Newberry.

Railroad Interests. Attorney James S. Havens then spoke for the opposition, representing the interests of the Buffalo, Rochester & Pittsburgh Railroad. He was followed by Attorney Edward Harris, who voiced the same sentiments of opposition for the New York Central. Both men said that they believed that it was not the intention of any citizen of Rochester to approve of anything which would 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 belch 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 received from the Eastman Kodak Company in response to inquiries made by him: "Mr. F. E. 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 100 h. p. and under, the reputation of which has been established for a sufficient 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 prolonged tests.

"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 similar device under every small boiler in the city. The objections to some of the smoke consumers that have proved unsuccessful 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 that it creates an office of smoke inspector and gives the inspector right of entrance into every boiler and engine room for the purpose of making a test. As far as the ordinance is concerned it does not state what means shall be employed to prevent smoke and I see no occasion for an inspection as the test is the smoke itself coming out of the smokestack. The ordinance gives powers to the inspector which might lead to endless annoyance to innocent parties.

"You may observe that I have confined my objections to the ordinance as relating to boilers under 100 h. p. It is well known that there are now a number of mechanical smokers which act as smoke preventers that have attained a national reputation. They have already been applied to a considerable number of boilers in this city and as far as I know are in successful operation. I think an ordinance providing that no boiler of 100 h. p. or over should be installed without a mechanical smoker would be a reasonable, practical and beneficial thing; and that the changing of old boilers and the equipment of small new boilers could with advantage be left open for a few years longer, until devices at present recommended could be tried out.

Small Consumers Responsible. Frank G. Newell of the Empire Moulding Works said that he believed that everyone had omitted to consider that the soft coal smoke nuisance really dated from the time of the anthracite coal strike and that it was largely merchants, hotel managers, apartment house owners, etc., that at present resided in using the soft coal. "Let them be asked or made to go back to hard coal," he said. "A great deal of the smoke complained of comes from chimneys used only over heating furnaces."

Others who spoke in the opposition were John Bradley, secretary of the Bartholomew Brewing Company; Dr. Olin R. Stacey and R. F. Gorsline of the Rochester Sewer Pipe Company. The sentiment of the women present was then asked, and Mrs. W. A. Montgomery 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 nuisance to them than to the men. She believed that there were less smoke every family would be enabled to save money now paid for new clothing and for clean clothing. "Let us all get together and do the best thing that can be done," she said.

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Mr. Barry Introduced. President Clinton Rogers of the Chamber of Commerce then introduced William C. Barry, who made a strong plea in behalf of the ordinance, or of some similar ordinance. "Although the lawyers 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 repulsion mutely by refusing to put forth their leaves and blossoms. How much worse it must be for men and women, boys 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 cities.

A Practical Ordinance.

Mr. Rogers said that he believed from his investigation that there are a great many smokers and smoke consumers which were of practical value and could 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 committee report favorably upon the ordinance or prepare some new ordinance which would enhance everything desirable and eliminate everything impossible or impracticable.

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 experience with smokers and consumers. A. T. Hagen of the Star Palace Laundry Company was another voice heard in favor of the ordinance, also Charles Dunham, chief engineer of the Bausch & Lomb Company.

President Rogers of the Chamber of Commerce occupied the remainder of the time until adjournment. He read extracts 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 smoke consumers.

President Rogers' Speech.

Then taking up the local question, he said in part:

Waste of Fuel.

"First, all of the dense smoke going out of the chimneys means a great waste of fuel. It means a waste of anywhere 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 work of every house keeper (whether she has a 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 house in decent condition.

"In addition to all this and perhaps more important than all else, it is very injurious to health. Now nearly all of this, at least nine tenths can be stopped and money saved to the manufacturers or any parties using soft coal. I wish this committee would go to two or three different plants and see the difference between the amount of smoke coming out of the chimneys with and without the smoke appliances attached to the boiler, 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 Friday— one of them was the Rochester Sewer Pipe Company on Oak Street. While there with Mr. Gorsline he had the boiler fired, one with the appliance attached, and later one without it, and

been said that such an ordinance will injure the business interests of the city, but I do not think that the citizens of any of these cities where the ordinance operates have been interfered with. If the ordinance is going to affect our business men so seriously why aren't the manufacturers of Syracuse, Detroit, Buffalo, Toronto, Minneapolis, St. Paul, etc., injured. If business was injured in these cities you may warrant that such an ordinance would be rescinded. But if it does any injury to the business of this city which is at the present time unfair it can be amended 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 fail to have its influence 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 ordinance like this one."

"With the smoke consuming devices which are in use at the present time and which are within the grasp of the smallest manufacturer, it is possible to regulate 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 meeting Monday night whose utterances were not given the publicity they deserved was Colonel J. S. Graham, who stated that he spoke from experience concerning smokers and smoke consumers. He said of the many things which could be applied to boilers of all kinds, and said he considered the expense of no consequence, inasmuch as the amount of coal saved soon paid for the whole appliance.

"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 business out of the city. But I believe that we can make this proposed improvement without any trouble or injury to anyone and still make out of it the equal of any city in the world and superior to many by removing from it its most serious blot—our 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 are better judges of them than I am so I will leave them to it. At the same time I also feel free to state that I believe those same attorneys—all competent men—would make just as good an argument no matter which side they were talking for."

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 a little smoke being made as possible. He told how he himself had been compelled at different times to go into the engine room of his factory to give the workmen their instructions as to how to fill the furnaces with coal so as to save fuel and make no smoke.

"It has been said that manufacturers will be driven out of the city," continued 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 burden everywhere any question of improvement comes up here in Rochester that we will drive away business."

"The smoke ordinance operating, as a city we would attract a great deal 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 citizens 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 out of it. (Laughter.) If this law 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 the expense of a smoke inspector. He said that he was sure that if people could be rid of the smoke, they would be willing to pay the salary of a smoke inspector and he was certain that if he could occasionally hear from the city come into its 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

Acmirably Set Forth in June Number of Country Life in America by Secretary Ives.

According to instructions given at a meeting of the trustees of the Chamber of Commerce at a meeting several weeks ago, Secretary Ives prepared a full-page advertisement, which appeared in the June number of Country Life in America. The

ADVERTISING THE CITY.

Chamber of Commerce calls attention to advantages in Magazine Advertising. In some of the June magazines appear a full-page advertisement of Rochester in a residential and business way. The advertisement is furnished by the Chamber of Commerce. At the last meeting of the chamber trustees, Secretary Ives' suggestion was adopted and money appropriated for the purpose. Surrounding the reading matter of the advertisement as a border are excellent half-tones of scenes within the city such as the upper falls, Main street and St. Paul streets from the Chamber building, views in city parks, the university of Rochester, East High school, Rochester Savings bank and Rochester Chamber of Commerce.

The reading matter calls attention to the city's beautiful situation, its numerous advantages to business men and those desiring homes, with its real estate, business buildings and residences cheaply offered, its fine parks, its fine stone rack, making foundations secure and drainage perfect; the potable water supply ample and the purest in the United States; excellent sewer system; small death rate; educational facilities; summer resorts; parks, etc.

It is set forth that the name Rochester stamped on any product means the best of its class. Shoes, clothing, photographic material, canned goods, buttons, fruit products, nursery stock, seeds, beer, flour, railway signal supplies, telephone supplies, chairs, stoves, office supplies, lithographic material, and machinery are mentioned as being among the city's distinctive products of manufacture.

By Col. J. S. Graham.

MAY LOCATE HERE

Great Troy Collar Concern Employing a Thousand Hands.

Smoke Nuisance Is One Obstacle the Chamber of Commerce Is Encountering in Its Effort to Attract Plant to Rochester.

Representatives of one of the largest of the Troy collar concerns, that of Cluett, Peabody & Company, employing a thousands hands, have been in Rochester 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 Chamber of Commerce. Secretary John M. Ives told a Post Express reporter this morning that there was a fair prospect of a successful termination that will add greatly to the city's commercial prosperity. Buffalo is also in the field, but the representatives of the Troy concern told Secretary Ives that one grave objection to locating there was the hardness of Rochester water on the other hand was declared very satisfactory. The Syracuse chamber of Commerce has also opened up negotiations with the collar concern.

The smoke nuisance 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 inspected several sites, one of which impressed the company favorably. From a nearby building, however, smoke was pouring down in such a manner as almost to completely envelope the favored spot. The Troy men mentioned the fact and said Cluett, Peabody and company, they located there, as their process of manufacture required a comparatively clear atmosphere. Secretary Ives informed them that a smoke ordinance was now before the Common Council and the Troys expressed hope that it would pass.

The strike now tying up the great collar concern of Troy has much to do with the determination of Cluett, Peabody & company to leave that city. Although the concern has done much for Troy in a commercial way, they now find it impossible to get police protection for their business.

The president of the Cluett, Peabody company is said to be one of the most public-spirited citizens of Troy and one who would prove a valued resident of Rochester. He recently donated \$20,000 to the Troy Y. M. C. A.

Post Expense.
It is a striking one, and should be of great advantage to the city. On the left side of the page are seven half-tones cuts showing the upper falls of the Genesee, the beautiful scenery of the north end of Commerce building, Main and St. Paul streets, Genesee Valley Park, University of Rochester, East High School, the Rochester Savings Bank building and the Chamber of Commerce building.

The rest of the page is given up to a description of the many attractive features of the city and to an enumeration of the special features which make it most desirable as a location for commercial plants and for homes. The beautiful location of the city and the advantage of the water power from the river are touched upon. Especial reference is made to the healthful condition of the city due to the pure water supply and the excellent sewerage arrangements. The beauty of different parks, the attractive summer resorts, the infrequency of strikes, and an enumeration of the numerous manufacturing interests of the city all come in for mention. The city will feel a beneficial effect from it.

BIG COLLAR FACTORY MAY LOCATE HERE

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, 1905

According to information given out this morning by Secretary Ives of the Chamber of Commerce there is good reason to believe that Rochester may benefit by 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.

The Cluett, Peabody & Co. 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 impression 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 square feet 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. Cluett that a smoke ordinance was likely to be passed in the near future. One of the vital requisites of the firm is that there shall be a large supply of soft water and that is one strong point in favor of Rochester, and a fact which has practically put Buffalo out of the question.

In addition to the great help to the city commercially the moving of the plant here would mean much to Rochester in other ways, as Mr. Cluett, the president, is a man of fine character and his liberality has proved of great benefit to Troy, the plant having done much towards building up that city. Recently Mr. Cluett presented the Troy Y. M. C. A. with a large sum of money. The Chamber of Commerce is offering every possible inducement to consummate the deal and it is hoped that it may soon be brought to a satisfactory conclusion.

Deveraux and G. M. C.

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 of the Law and Public Safety committees of the Common Council to arrive at a conclusion on the proposed anti-smoke ordinance that will be satisfactory to all the interests concerned. At the two hearings on the ordinance strong arguments were put up on both sides of the question, and the committees were somewhat in doubt as to the proper course to pursue. Chairman Kenealy has partly solved the problem by the appointment of a committee of business men to confer on the ordinance and redraft it so as to meet all objections and satisfy all persons interested.

This sub-committee are men who strongly favor the ordinance as it is now before the aldermen, 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. Barry, George Eastman, Frank A. Stecher, William C. Barry, Clinton Rogers, E. P. Reed, B. E. Chase and F. E. Reed. Mr. Barry, Mr. Rogers and Mr. P. Reed are known to be in favor of the ordinance.

Not Against Proper Ordinance.

At the last hearing before the aldermen, Mr. Barthe presented the principal argument against the ordinance. He said, however, that he was not opposed to a proper ordinance, that is, one under which the small manufacturer can do business without being oppressed. He said that the proposed ordinance was illegal and could not be enforced. He also thought that the aldermen should be held responsible for violations and that the office of smoke inspector should not be created. Other lawyers present agreed with Mr. Barthe that the ordinance was illegal and one suggested: "If you want a proper ordinance, appoint a committee of practical men to draft one that is reasonable." This suggestion Alderman Kenealy has carried out.

George Eastman, another member of the committee, in a letter that was read at the hearing, opposed the ordinance in its present form, but plainly indicated that it could be framed that would meet with his approval. He said that the ordinance should apply only to boilers of 100 horse power or more, as the mechanical devices for consuming smoke could not well be installed for the smaller boilers.

Will Not Report Tuesday.

Mr. Stecher 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 form from the start.

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 council in June an ordinance will be drafted that will not be open to attack.

UNION AND ADVERTISER:

MONDAY, MAY 22, 1905.

TO DRAFT NEW SMOKE ORDINANCE

Committee of Business Men Named to Prepare Compromise Measure.

Ald. Kenealy Selects Prominent Citizens for the Work—Attorney Barthe Member of Committee.

George Eastman, Mr. Rogers and Others Named—Objections Features of First Ordinance May Be Eliminated.

In view of the difference of opinion in regard to the smoke ordinance and the many objections made to the measure now before the Common Council, Chairman Kenealy of the aldermanic public safety committee has appointed a committee of business men to frame a new ordinance 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 council meeting.

The committee named by Alderman Kenealy is composed of Attorney John A. Barthe, 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 ordinance 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 council meeting.

It will be remembered that Attorney Barthe appeared at the last hearing on the smoke ordinance to make objection to the measure in behalf of the manufacturers. However, he stated that the manufacturers would not object to a reasonable law, and Mr. Eastman was also opposed to the first ordinance and so was F. E. Reed. The other members of the new committee favored the adoption of the original measure.

It is probable that the new committee will eliminate the objectionable features of the ordinance. Business men generally

objected to the clause relieving engineers from all responsibility for violations of the ordinance and making the owner of the plant solely responsible. Another objectionable clause was the one providing for a smoke inspector with the right to enter any plant day or night.

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 has appointed business men on the committee because he feels that they know about the practical side of the question and can draft a suitable ordinance if anybody can.

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 Averse to Convention Crowds—Matter of Greatest Interest to Merchants Generally.

When the proper time arrives, the Chamber of Commerce is to make a vigorous 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. Secretary Ives says there are few cities in the country that are not taking advantage of every opportunity to advertise their resources in these days and one of the best methods of doing so is to be prepared to enter the race for conventions and to give proper consideration to those that participate in them after they are once secured.

The Chamber of Commerce has done much to develop such a policy, but it feels that many business men of the city have not been awake to their civic obligations in this regard and have not given the chamber sufficient support. The experience has been that when a merchant 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 proprietors who he says are the only ones directly benefited. With their great 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 funds to get convention crowds here; they can't take care of the normal business.

Thus Rochester, as a convention city has been in a languishing condition for some time and has missed fine advertising opportunities, officials of the chamber 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 directions as soon as it gets the smoke ordinance off its hands. Officials of the chamber say there is plenty of time yet in 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 limit originally fixed; the appropriation is not all available at one time.

In a recent letter to Secretary Ives, the 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 question contained in our engineer's report and on having in its service an engineer of Mr. Fisher's evident ability."

In view of the many improvements in the fire protection service in Rochester, Mr. Ives wrote the committee of twenty, asking if Rochester was not entitled to cheaper insurance rates. He was told that such concessions would have to be made by the New York State Association 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 Committee Brings Together Representatives of All Shades of Opinion—Will Make New Draft.

As exclusively foretold in The Post Express some days before, steps toward a compromise of the smoke nuisance question was taken on Saturday when Chairman Kenealy of the Common Council 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 possible, satisfactory to the factions. That the committee does not intend to let the matter hang here is shown by the fact that a meeting for drafting a new ordinance was held at the city clerk's office at 4 o'clock, at the office of the city clerk in the city hall.

William C. Barry, Clinton Rogers, E. P. Reed, S. E. Reed and Benjamin E. Chase, Mr. Barthe and Mr. Eastman have expressed their opposition to the ordinance as an anti-smoke ordinance, but are doubting the advisability of passing the one that has so far been under consideration. Mr. Stecher, Mr. Barry and Mr. Rogers have been leaders in the formation of the Chamber of Commerce. E. P. Reed, president of the Rochester Board of Fire Underwriters, and Mr. Chase, first vice-president of the National Board of Fire Underwriters' association, has expressed himself as strongly favoring a smoke ordinance. Mr. F. S. Reed has shown active opposition to the proposed ordinance, but is understood to favor a compromise ordinance. Thus the ordinance on both sides and those that have taken a moderate attitude in the controversy are well represented in the committee.

Clinton Rogers, president of the Rochester Chamber of Commerce, to a Post Express reporter this morning expressed himself as well pleased with the turn affairs have taken. He is convinced that three phases of sentiment represented in the membership of the committee will be made to harmonize in such a manner as to result in the formulation and passage of 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 will educate the public on the question of utility of smoke consuming devices may be expected to advance still farther.

It is generally believed that the compromise draft will provide for smoke consuming attachments to all plants to be erected in the future and for their attachment to be large partition houses, and that the smoke will be blown out by big office blocks, theaters and apartment houses in the heart of the city that will help forth with soft smoke, which use the hard coal that is said to be as cheap and better suited for such uses.

THE POST EXPRESS:

TUESDAY, MAY 23, 1905.

NEW SMOKE DRAFT

Will Be Submitted to Council at First Meeting in June.

Compromise Committee Men Say They Will Have No Difficulty in Reaching Agreement—Smoke Inspector May Be Eliminated—First Meeting.

Chairman F. A. Stecher, of the new compromise smoke committee, consisting of prominent business men representative of all shades of opinion in the matter, 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 committee men, for submission to the Common Council at the first meeting in June. The committee has assured from the aldermen that it will be passed as quickly as possible. At the first meeting of the committee yesterday afternoon, the city was arranged to meet again next Friday at 4 o'clock in the Common Council chamber. Mr. Stecher says that in the meeting members of the committee will prepare notes on their personal opinions regarding an ordinance and an effort will be made to reach a basis of agreement. William A. Sutherland, who has been taken into the confidence of the Chamber of Commerce and he will probably assist Attorney John Barthe in drawing up the draft of the new ordinance.

One of the things to be decided at the next meeting of the committee is whether the new ordinance shall provide for the appointment of a smoke inspector, as the present ordinance does. Mr. Stecher or other members of the committee would give no forecast this morning as to what would develop in this regard, but the trend of sentiment seems to be against the appointment of an inspector. Those who have heretofore been prominent in opposition to the existing draft would much like to see a draft modeled on the Philadelphia law which provides an eyeslave device to detect violations of the law and makes the guilty party subject to a penalty of \$25 for each offense. In the case of a civil suit brought by the city.

All the members of the compromise committee were present yesterday afternoon at the hearing on the ordinance at the city clerk's office by Alderman Kenealy. In opening the meeting, Mr. Kenealy said:

"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 \$400,000 of capital involved on one side of this question, and on the other side 25,000 persons who have signed a petition for a smoke ordinance. You have business men should be able to draft an ordinance that will be fair and yet rid the city of the smoke 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 Clinton Rogers. "Before starting let us understand the situation and then we will not withdraw the present ordinance until we get something better to take its place," said Alderman Kenealy.

After some discussion, F. A. Stecher, who has been acting as chairman of the special smoke committee of the Chamber of Commerce, and who is an ardent opponent of the smoke nuisance, was made chairman of the new committee. Then the committee went into executive session. After the meeting, John A. Barthe and others were in formal talk and some progress was made. The smoke ordinance of several cities were discussed. A draft of the Philadelphia ordinance favoring Mr. Eastman and other members of the committee. An ordinance may be drafted for Rochester on similar lines to meet conditions here. Continuing Mr. Barthe said:

"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 before the next committee in time for the next meeting, which will be on June 13th."

"The device used in Philadelphia to detect violations of the ordinance is the eyeslave. 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 smoke is black or brown and its density. The Philadelphia ordinance does not call for the arrest of an offender."

ROCHESTER HERALD:

TUESDAY, MAY 23, 1905.

AN ORDINANCE ON NEW LINES

Smoke Nuisance Problem in a Fair Way To Be Solved.

URGENT 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 a smoke ordinance that will receive the approval of the business men of the city. It was evident at the last public hearing that the original ordinance proposed by the Chamber of Commerce committee was not satisfactory to a large number of business men, representing millions of property interested in manufacturing.

Attorney John A. Barthe, also appeared at the previous meeting in opposition to the ordinance, claimed to represent \$400,000 of business men, and was a letter written by George Eastman was read stating his opposition to the ordinance in the form presented, but stating that he thought a fair and 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 council ordinance, Alderman Kenealy, as chairman of the joint council committee, executed a clever move by appointing a special committee, composed of both classes of business men, those who favored the council ordinance and those who opposed it. He called this advisory 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. Barthe, William C. Barry, Clinton Rogers, E. P. Reed, B. E. Chase and F. E. Reed. The only absentee at the meeting was Attorney John A. Barthe, who was obliged to go to Chicago yesterday and sent his regrets.

Compromise Advisory Committee.

Alderman Westbury, a member of the joint council committee, who had introduced the smoke ordinance, was present with Alderman Kenealy. The aldermen stated frankly that the committee was in a very difficult position. It should be recommended by the special committee of business men who had been selected. Half of the committee belonged to the Chamber of Commerce committee and had suggested in drafting the council smoke ordinance, the other half had opposed the council ordinance.

Alderman Kenealy said he was satisfied the council could approve any ordinance that could secure the approval of such a representative committee of interested business men. He suggested that the advisory committee go to work at once in drafting a new ordinance that would be its own ordinance without further delay. The suggestion was well received. The first question arose as to the chairman of the committee. The name

of George Eastman was urged, but Mr. Eastman said he was forced to decline, as he could not promise to give the matter the attention it deserved because he expected to go away. The name of William C. Barry was next presented, but he too, pleaded possible absence from the city as an excuse. It was finally left to Chairman Kenealy to make the designation of a chairman of the advisory committee.

After designating in turn Messrs. Eastman and Barry, Mr. Kenealy made the designation as named F. A. Stecher as chairman and Mr. Stecher at last consented to act.

Alderman Kenealy and Westbury then withdrew from the council chamber and left the seven members of the committee in full possession.

"The City Hall is yours, gentlemen," remarked Alderman Kenealy, with an air of the hand as he departed. "We will take your ordinance when it is ready and present it to the council with the greatest of pleasure, knowing that whatever is agreed upon by the committee will be all right." The doors were then closed and the seven members of the advisory committee went into conference until after 6 o'clock.

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 progress was made at the meeting yesterday afternoon, however, and the prospects of a satisfactory smoke ordinance are brighter than they have yet appeared. Now much attention was paid to the ordinance now before the council, as it was admitted some radical changes must be made in it before it would be satisfactory to half the committee. Practically it was then made and the members of the committee went to work on new lines from the beginning.

Attorney Barthe had sent to Philadelphia for a copy of the new smoke ordinance in that city that it is claimed has worked satisfactorily and is regarded by experts as the 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 basis for the Rochester smoke ordinance, making only such minor changes as are required by local conditions.

The Use of a Smoke Tester.

Mr. Barthe 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 ordinance, it became a very simple matter. Every business man could by means of this smoke tester ascertain for himself what degree of smoke was issuing from his chimney and regulate it accordingly.

The smoke tester, produced by Mr. Barthe was a simple device, containing several lenses of colored glass, which, when held up to the smoke, would show the thickness of gray glass was designated as scale No. 1 and four thicknesses of glass as scale No. 2. The smoke tester bore the official certification of the city authorities of Philadelphia. Mr. Barthe 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 himself at any time.

Text of Philadelphia Ordinance.

The copy of the Philadelphia ordinance is given herewith, eliminating some sections that have no application to Rochester. There appears to be good ground for the expectation that this will be substantially the form of the ordinance that will be approved by the advisory committee next Friday afternoon. The text of the ordinance follows:

Section 1. That for the purpose of regulating the emission of smoke from chimneys, stacks, flues or open spaces within the said city and to determine by comparison the degree of darkness of smoke as emitted, a color scale shall be, and the same be hereby adopted as follows: One thickness of gray glass of sufficient capacity to cut off 60 per cent of the light from a flame having a heating power of sixteen candles shall be taken as the basis of the scale. Two thicknesses of said glass shall be known and designated as No. 1 scale; four thicknesses of said glass shall be known and designated as No. 2 scale. Section 2. It is forbidden and hereby declared to be unlawful to suffer or permit the emission or escape of smoke from any or all fires not in motion, or fires banked in a state of rest, or from any burning or active fire through a stack, flue or chimney less than fifty feet high of a color darker than No. 1 scale.

Section 3. It is hereby forbidden and declared to be unlawful to permit the escape of smoke of a degree of darkness in excess of scale No. 2. Any person who shall violate this ordinance shall be liable to a fine of not more than five consecutive minutes from business hours, or engaged in shipping, or more than ten minutes from any other business or from any other place. Provided, however, that one may be in a process of cleaning or repairing of the provisions of this ordinance shall not apply in the case of a locomotive or river steamer in continuous travel through or across the city or entering or departing therefrom.

Section 4. It is hereby further ordained that no person shall be suffered or permitted to escape from any building, yard, court or place, a smoke of a degree of darkness not exceeding No. 2 color scale, through a chimney fifty feet high or from a furnace, boiler, hearth, stove or other appliance, except in the case of a locomotive or river steamer in continuous travel through or across the city or entering or departing therefrom. The first question arose as to the chairman of the committee. The name

Section 3. It is hereby further ordered that no person or persons who are not members of the fire department shall be permitted to escape from any building or structure within the limits of the city of Rochester, N. Y., between the hours of 4 a. m. and 7 a. m.

Section 4. Any person or persons who shall violate any of the provisions of this ordinance or who shall be convicted of any offense hereunder shall be liable to a fine of not more than \$100 and to imprisonment for not more than 30 days, or both, at the discretion of the court.

Section 5. The provisions of this ordinance shall not apply to the color of smoke between the hours of 4 a. m. and 7 a. m.

Section 6. Any person or persons who shall violate any of the provisions of this ordinance or who shall be convicted of any offense hereunder shall be liable to a fine of not more than \$100 and to imprisonment for not more than 30 days, or both, at the discretion of the court.

Section 7. Any person or persons who shall violate any of the provisions of this ordinance or who shall be convicted of any offense hereunder shall be liable to a fine of not more than \$100 and to imprisonment for not more than 30 days, or both, at the discretion of the court.

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

Chairman Kenealy, of the Public Safety Committee of the Common Council, called together yesterday afternoon in the Common Council chamber the members of the special committee appointed by him in response to the request of many manufacturers for a committee of practical men to frame an anti-smoke ordinance that would be fair to all.

The committee named is made up of John A. Barthe, Clinton Rogers, George Eastman, William C. Barry, S. A. Stecher, E. F. Reed, Benjamin E. Chase and F. E. Judd. All of these men were present at yesterday's meeting except Mr. Chase, who was obliged to leave the city early in the afternoon. He was represented by E. F. 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 simplify matters and to bring both sides together, so that a satisfactory ordinance could be framed.

"If you will draw up a satisfactory ordinance," said he, "we will pass it as quickly as possible. I suggest that you elect a chairman and then discuss the subject preliminarily to framing an ordinance. We realize that there is \$400,000,000 of capital involved on one side of this question, and on the other side 25,000 persons who have signed a petition for such an ordinance. You business men should be able to draft an ordinance that will be fair and yet rid the city of the smoke nuisance."

He has 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 Clinton Rogers. "Before we begin, let us understand one another thoroughly."

"We cannot withdraw the present ordinance 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. Mr. Judd was in accord with the movement to abate the smoke nuisance, he could not give the required time to the matter.

"Business men must make the preliminary movements in this matter," said Mr. Barthe. "Then when they find out what they want they may call in the attorneys and draft the ordinance."

Mr. Rogers suggested that Mr. Stecher or chairman Mr. Barry had urged Mr. Eastman to accept the nomination, but as he persisted in his refusal.

It was suggested that Chairman Kenealy name the chairman of the committee and when this move was approved by named William C. Barry. Mr. Barry said it was the close of a busy season and he needed a rest, he declined to serve.

Mr. Stecher suggested that Alderman Kenealy name a ninth member of the committee who had not taken sides on the 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 a vastness, others have it thrust upon them. I name you as chairman of this committee and assure you that the Law and Public Safety committees of the Common Council 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. Barthe, at the request of the chairman, gave the following report of the proceedings:

"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 several points in the ordinance before the Common Council which are not satisfactory, but we did not discuss that ordinance."

Finally I submitted a copy of the ordinance in force in Philadelphia. As soon as

It was read Mr. Eastman remarked that the man who drew that ordinance knew what he was doing. The ordinance struck all the members of the committee unfavorably. It is possible that the ordinance may be drafted in a more favorable manner to meet the situation in Rochester. Nothing, however, was determined at this meeting. We shall meet on 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 of this kind presented to the Common Council to-morrow night, but it is probable that we shall agree on one to present to the committee in time for the next meeting, which will be on June 13th.

How Philadelphia Works It.

"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 issuing from chimneys, one is able to determine whether the smoke is black or brown and its density. The Philadelphia ordinance does not call for the arrest of an offender.

"This ordinance is an eminently fair one and could be made to apply to Rochester very well. I do not mean to say that the committee will adopt this ordinance, but simply that it seemed to favorably impress the members. It is likely that after the next meeting attorneys may be called in to draft an ordinance. William A. Sutherland has been consulted in the smoke matter by Mr. Rogers for the Chamber of Commerce committee. We expected he would be present at today'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 smoke inspector."

Quaker City's Ordinance.

The Philadelphia ordinance reads:

Section 1. That for the purpose of regulating the emission of smoke from chimneys, stacks, flues or open spaces within the said city, and to determine by the comparison of the degree of darkness of smoke emitted, a color scale shall be and the same is hereby adopted as follows: One thickness of said glass shall be taken as 50 per cent of smoke; two thicknesses of said glass shall be taken as 100 per cent of smoke; three thicknesses of said glass shall be taken as 150 per cent of smoke; four thicknesses of said glass shall be taken as 200 per cent of smoke; five thicknesses of said glass shall be taken as 250 per cent of smoke; six thicknesses of said glass shall be taken as 300 per cent of smoke; seven thicknesses of said glass shall be taken as 350 per cent of smoke; eight thicknesses of said glass shall be taken as 400 per cent of smoke; nine thicknesses of said glass shall be taken as 450 per cent of smoke; ten thicknesses of said glass shall be taken as 500 per cent of smoke; eleven thicknesses of said glass shall be taken as 550 per cent of smoke; twelve thicknesses of said glass shall be taken as 600 per cent of smoke; thirteen thicknesses of said glass shall be taken as 650 per cent of smoke; fourteen thicknesses of said glass shall be taken as 700 per cent of smoke; fifteen thicknesses of said glass shall be taken as 750 per cent of smoke; sixteen thicknesses of said glass shall be taken as 800 per cent of smoke; seventeen thicknesses of said glass shall be taken as 850 per cent of smoke; eighteen thicknesses of said glass shall be taken as 900 per cent of smoke; nineteen thicknesses of said glass shall be taken as 950 per cent of smoke; twenty thicknesses of said glass shall be taken as 1000 per cent of smoke; twenty-one thicknesses of said glass shall be taken as 1050 per cent of smoke; twenty-two thicknesses of said glass shall be taken as 1100 per cent of smoke; twenty-three thicknesses of said glass shall be taken as 1150 per cent of smoke; twenty-four thicknesses of said glass shall be taken as 1200 per cent of smoke; twenty-five thicknesses of said glass shall be taken as 1250 per cent of smoke; twenty-six thicknesses of said glass shall be taken as 1300 per cent of smoke; twenty-seven thicknesses of said glass shall be taken as 1350 per cent of smoke; twenty-eight thicknesses of said glass shall be taken as 1400 per cent of smoke; twenty-nine thicknesses of said glass shall be taken as 1450 per cent of smoke; thirty thicknesses of said glass shall be taken as 1500 per cent of smoke; thirty-one thicknesses of said glass shall be taken as 1550 per cent of smoke; thirty-two thicknesses of said glass shall be taken as 1600 per cent of smoke; thirty-three thicknesses of said glass shall be taken as 1650 per cent of smoke; thirty-four thicknesses of said glass shall be taken as 1700 per cent of smoke; thirty-five thicknesses of said glass shall be taken as 1750 per cent of smoke; thirty-six thicknesses of said glass shall be taken as 1800 per cent of smoke; thirty-seven thicknesses of said glass shall be taken as 1850 per cent of smoke; thirty-eight thicknesses of said glass shall be taken as 1900 per cent of smoke; thirty-nine thicknesses of said glass shall be taken as 1950 per cent of smoke; forty thicknesses of said glass shall be taken as 2000 per cent of smoke; forty-one thicknesses of said glass shall be taken as 2050 per cent of smoke; forty-two thicknesses of said glass shall be taken as 2100 per cent of smoke; forty-three thicknesses of said glass shall be taken as 2150 per cent of smoke; forty-four thicknesses of said glass shall be taken as 2200 per cent of smoke; forty-five thicknesses of said glass shall be taken as 2250 per cent of smoke; forty-six thicknesses of said glass shall be taken as 2300 per cent of smoke; forty-seven thicknesses of said glass shall be taken as 2350 per cent of smoke; forty-eight thicknesses of said glass shall be taken as 2400 per cent of smoke; forty-nine thicknesses of said glass shall be taken as 2450 per cent of smoke; fifty thicknesses of said glass shall be taken as 2500 per cent of smoke; fifty-one thicknesses of said glass shall be taken as 2550 per cent of smoke; fifty-two thicknesses of said glass shall be taken as 2600 per cent of smoke; fifty-three thicknesses of said glass shall be taken as 2650 per cent of smoke; fifty-four thicknesses of said glass shall be taken as 2700 per cent of smoke; fifty-five thicknesses of said glass shall be taken as 2750 per cent of smoke; fifty-six thicknesses of said glass shall be taken as 2800 per cent of smoke; fifty-seven thicknesses of said glass shall be taken as 2850 per cent of smoke; fifty-eight thicknesses of said glass shall be taken as 2900 per cent of smoke; fifty-nine thicknesses of said glass shall be taken as 2950 per cent of smoke; sixty thicknesses of said glass shall be taken as 3000 per cent of smoke; sixty-one thicknesses of said glass shall be taken as 3050 per cent of smoke; sixty-two thicknesses of said glass shall be taken as 3100 per cent of smoke; sixty-three thicknesses of said glass shall be taken as 3150 per cent of smoke; sixty-four thicknesses of said glass shall be taken as 3200 per cent of smoke; sixty-five thicknesses of said glass shall be taken as 3250 per cent of smoke; sixty-six thicknesses of said glass shall be taken as 3300 per cent of smoke; sixty-seven thicknesses of said glass shall be taken as 3350 per cent of smoke; sixty-eight thicknesses of said glass shall be taken as 3400 per cent of smoke; sixty-nine thicknesses of said glass shall be taken as 3450 per cent of smoke; seventy thicknesses of said glass shall be taken as 3500 per cent of smoke; seventy-one thicknesses of said glass shall be taken as 3550 per cent of smoke; seventy-two thicknesses of said glass shall be taken as 3600 per cent of smoke; seventy-three thicknesses of said glass shall be taken as 3650 per cent of smoke; seventy-four thicknesses of said glass shall be taken as 3700 per cent of smoke; seventy-five thicknesses of said glass shall be taken as 3750 per cent of smoke; seventy-six thicknesses of said glass shall be taken as 3800 per cent of smoke; seventy-seven thicknesses of said glass shall be taken as 3850 per cent of smoke; seventy-eight thicknesses of said glass shall be taken as 3900 per cent of smoke; seventy-nine thicknesses of said glass shall be taken as 3950 per cent of smoke; eighty thicknesses of said glass shall be taken as 4000 per cent of smoke; eighty-one thicknesses of said glass shall be taken as 4050 per cent of smoke; eighty-two thicknesses of said glass shall be taken as 4100 per cent of smoke; eighty-three thicknesses of said glass shall be taken as 4150 per cent of smoke; eighty-four thicknesses of said glass shall be taken as 4200 per cent of smoke; eighty-five thicknesses of said glass shall be taken as 4250 per cent of smoke; eighty-six thicknesses of said glass shall be taken as 4300 per cent of smoke; eighty-seven thicknesses of said glass shall be taken as 4350 per cent of smoke; eighty-eight thicknesses of said glass shall be taken as 4400 per cent of smoke; eighty-nine thicknesses of said glass shall be taken as 4450 per cent of smoke; ninety thicknesses of said glass shall be taken as 4500 per cent of smoke; ninety-one thicknesses of said glass shall be taken as 4550 per cent of smoke; ninety-two thicknesses of said glass shall be taken as 4600 per cent of smoke; ninety-three thicknesses of said glass shall be taken as 4650 per cent of smoke; ninety-four thicknesses of said glass shall be taken as 4700 per cent of smoke; ninety-five thicknesses of said glass shall be taken as 4750 per cent of smoke; ninety-six thicknesses of said glass shall be taken as 4800 per cent of smoke; ninety-seven thicknesses of said glass shall be taken as 4850 per cent of smoke; ninety-eight thicknesses of said glass shall be taken as 4900 per cent of smoke; ninety-nine thicknesses of said glass shall be taken as 4950 per cent of smoke; one hundred thicknesses of said glass shall be taken as 5000 per cent of smoke; one hundred and one thicknesses of said glass shall be taken as 5050 per cent of smoke; one hundred and two thicknesses of said glass shall be taken as 5100 per cent of smoke; one hundred and three thicknesses of said glass shall be taken as 5150 per cent of smoke; one hundred and four thicknesses of said glass shall be taken as 5200 per cent of smoke; one hundred and five thicknesses of said glass shall be taken as 5250 per cent of smoke; one hundred and six thicknesses of said glass shall be taken as 5300 per cent of smoke; one hundred and seven thicknesses of said glass shall be taken as 5350 per cent of smoke; one hundred and eight thicknesses of said glass shall be taken as 5400 per cent of smoke; one hundred and nine thicknesses of said glass shall be taken as 5450 per cent of smoke; one hundred and ten thicknesses of said glass shall be taken as 5500 per cent of smoke; one hundred and eleven thicknesses of said glass shall be taken as 5550 per cent of smoke; one hundred and twelve thicknesses of said glass shall be taken as 5600 per cent of smoke; one hundred and thirteen thicknesses of said glass shall be taken as 5650 per cent of smoke; one hundred and fourteen thicknesses of said glass shall be taken as 5700 per cent of smoke; one hundred and fifteen thicknesses of said glass shall be taken as 5750 per cent of smoke; one hundred and sixteen thicknesses of said glass shall be taken as 5800 per cent of smoke; one hundred and seventeen thicknesses of said glass shall be taken as 5850 per cent of smoke; one hundred and eighteen thicknesses of said glass shall be taken as 5900 per cent of smoke; one hundred and nineteen thicknesses of said glass shall be taken as 5950 per cent of smoke; one hundred and twenty thicknesses of said glass shall be taken as 6000 per cent of smoke; one hundred and twenty-one thicknesses of said glass shall be taken as 6050 per cent of smoke; one hundred and twenty-two thicknesses of said glass shall be taken as 6100 per cent of smoke; one hundred and twenty-three thicknesses of said glass shall be taken as 6150 per cent of smoke; one hundred and twenty-four thicknesses of said glass shall be taken as 6200 per cent of smoke; one hundred and twenty-five thicknesses of said glass shall be taken as 6250 per cent of smoke; one hundred and twenty-six thicknesses of said glass shall be taken as 6300 per cent of smoke; one hundred and twenty-seven thicknesses of said glass shall be taken as 6350 per cent of smoke; one hundred and twenty-eight thicknesses of said glass shall be taken as 6400 per cent of smoke; one hundred and twenty-nine thicknesses of said glass shall be taken as 6450 per cent of smoke; one hundred and thirty thicknesses of said glass shall be taken as 6500 per cent of smoke; one hundred and thirty-one thicknesses of said glass shall be taken as 6550 per cent of smoke; one hundred and thirty-two thicknesses of said glass shall be taken as 6600 per cent of smoke; one hundred and thirty-three thicknesses of said glass shall be taken as 6650 per cent of smoke; one hundred and thirty-four thicknesses of said glass shall be taken as 6700 per cent of smoke; one hundred and thirty-five thicknesses of said glass shall be taken as 6750 per cent of smoke; one hundred and thirty-six thicknesses of said glass shall be taken as 6800 per cent of smoke; one hundred and thirty-seven thicknesses of said glass shall be taken as 6850 per cent of smoke; one hundred and thirty-eight thicknesses of said glass shall be taken as 6900 per cent of smoke; one hundred and thirty-nine thicknesses of said glass shall be taken as 6950 per cent of smoke; one hundred and forty thicknesses of said glass shall be taken as 7000 per cent of smoke; one hundred and forty-one thicknesses of said glass shall be taken as 7050 per cent of smoke; one hundred and forty-two thicknesses of said glass shall be taken as 7100 per cent of smoke; one hundred and forty-three thicknesses of said glass shall be taken as 7150 per cent of smoke; one hundred and forty-four thicknesses of said glass shall be taken as 7200 per cent of smoke; one hundred and forty-five thicknesses of said glass shall be taken as 7250 per cent of smoke; one hundred and forty-six thicknesses of said glass shall be taken as 7300 per cent of smoke; one hundred and forty-seven thicknesses of said glass shall be taken as 7350 per cent of smoke; one hundred and forty-eight thicknesses of said glass shall be taken as 7400 per cent of smoke; 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one hundred and sixty thicknesses of said glass shall be taken as 8000 per cent of smoke; one hundred and sixty-one thicknesses of said glass shall be taken as 8050 per cent of smoke; one hundred and sixty-two thicknesses of said glass shall be taken as 8100 per cent of smoke; one hundred and sixty-three thicknesses of said glass shall be taken as 8150 per cent of smoke; one hundred and sixty-four thicknesses of said glass shall be taken as 8200 per cent of smoke; one hundred and sixty-five thicknesses of said glass shall be taken as 8250 per cent of smoke; one hundred and sixty-six thicknesses of said glass shall be taken as 8300 per cent of smoke; one hundred and sixty-seven thicknesses of said glass shall be taken as 8350 per cent of smoke; one hundred and sixty-eight thicknesses of said glass shall be taken as 8400 per cent of smoke; one hundred and sixty-nine thicknesses of said glass shall be taken as 8450 per cent of smoke; one hundred and seventy thicknesses of said glass shall be taken as 8500 per cent of smoke; 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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 rail roads enter Rochester, giving ample and cheap shipping facilities, which are supplemented by the Erie Canal and Lake Ontario. Real Estate, business buildings and residences are cheaper than in any city of similar population while taxes are less. (Full particulars on application.) The Genesee River has a fall of 260 feet within the city limits. Power is furnished cheaply in large and 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 of typhoid and other fevers in many of the cities of the country is taken into consideration, is an innumerable argument in favor of Rochester. Water for drinking and culinary purposes is brought from Hemlock Lake, 20 miles southwest of the city, the city owning both lake and watershed.

The sewerage system is of the best. Two comparatively new trunk sewers known as 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 14 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 for 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 cost. Rochester's churches number 118; banks and trust companies, 16; theatres, 5.

No other city has more or better conducted summer resorts. The shores of the lake and bay are dotted with them and which are easily and quickly reached by boulevards, steam and electric cars.

The parks of Rochester are among its chief beauties. The system embraces more than 600 acres on both sides of the Genesee River. Free band concerts are given weekly in different parks during the season. Genesee Valley Park is fitted up with free picnic grounds, swings, ball grounds, golf links, etc., while boating is one of the favorite pastimes. In Seneca Park is found a big Zoo and swimming pond.

Rochester is the cleanest and best lighted city in the Empire State. Light and cleanliness are deadly foes to crime. There is no undesirable foreign section in Rochester to foment strife and disease. It is a city of homes, having the largest proportion of home owners of any city in the United States; hence, strikes are infrequent. A city of culture and liberality, a city which can deliver the "goods."

The name "Rochester" 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, 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 industrial companies 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 of 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 living 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 wife, 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.



Upper Falls of Genesee (O. B. Fisher)



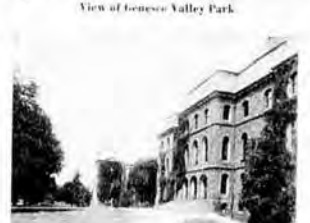
Looking North from corner of Commerce Building



Main Street and St. Paul Street



View of Seneca Valley Park



University of Rochester



East High School



Rochester Savings Bank



Rochester Chamber of Commerce

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 none of the people of Rochester own and live in their own homes than of any other city of its size anywhere. That these reports have reached the outside world and awakened a healthy and lively interest in the city is evidenced by the many communications that are being constantly received by Secretary John M. Ives of the Rochester Chamber of Commerce.

In these communications are all kinds of queries about the desirability of the city as a place in which to live, or to locate factories, or to do various kinds of business. Among the letters of inquiry recently received was one from a carpenter in Toronto asking if there was plenty of work here for men of his craft and what wages were paid to good workmen.

A concern in Muskegon, 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 data that might be available regarding first class residential rental property and the getting along of the same. One rather unusual letter was from a man in Norfolk, Va. His father is a business man of Berlin, and the son is looking for an opportunity to establish business connections with the very best wholesale and retail jewelers, 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 Board of Trade of Columbia 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 concerning 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 Pennsylvania.

These are but a few of the many queries of all kinds which are constantly coming to the Chamber of Commerce. Answers are promptly sent, after the subject asked about, if it is one with which Mr. Ives is not thoroughly familiar, 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 interests of Rochester has long since become a proverb 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 Committee appointed by Chairman Keenly of the Common Council Public Safety Committee was held yesterday afternoon in the council chamber to consider the proposed ordinance designed to prevent the soft coal smoke nuisance in Rochester. Nearly every member of the committee was present and there was a discussion in executive session for over an hour.

Chairman John A. Barthele was to have submitted a draft of a proposed ordinance, but he said he had received so many suggestions on the subject from manufacturers and others interested that he had not put them together, preferring to throw them out to the committee for general discussion. 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 said, 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 an agreement had been reached on any of the proposed provisions of the ordinance, and that there was, therefore, nothing to be made public. It is probable that the committee will not be ready to report on that night.

"We have found that it is too big a subject," said one of the committeemen yesterday, "to be decided in a week. We are receiving new suggestions every day. It is a problem that needs careful consideration, and we may not be ready to report for two or three weeks."

The following special dispatch to the EVENING TIMES, received this afternoon, states the company's action:

TRIO, June 6.—Cluett, Peabody & Co. announced this morning that they will build a shirt and collar factory in Rochester employing 1,000 persons.

FLOOR SPACE TO SPARE.

A representative of Cluett, Peabody & Co. visited this city last Friday, and, with Bernard Dunn, examined the vacant building on Court Street, formerly used by the American Tobacco Company. The building was highly satisfactory to the big collar makers. It is located near the Kimball building, as it is known far and wide, contains more floor space than Cluett, Peabody & Co. need, but the company rather liked that idea.

The building is owned by the London & Globe Insurance Co., of London. The owners did not want to rent it, as they desired to sell, and not have the bother of renting.

It is not known whether the Cluett company has bought or rented the building. An offer to rent for a term of years, with the privilege of buying, was made by Cluett, Peabody & Co. when representatives first visited Rochester several weeks ago.

One of the principal reasons for the

BOOMED ROCHESTER

Peace Conference Chairman Accused of Straying from Subject.

Post-Express, June 6, 1905
Chamber of Commerce Secretary Back from International Gathering at Lake Mohonk—Delegates Guests of Old Quaker.

John M. Ives, secretary of the Chamber of Commerce, returned this morning from Lake Mohonk, in the Shawanunk 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 interest and profit of the convention, and the lavish hospitality extended to the delegates by Alfred K. Smiley, a Quaker, eighty years ago, who was the prime mover in the organization of the conference. Mr. Smiley is the owner of the Lake Mohonk Mountain house, one 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 world, were entertained free of expense by him.

Russia and Japan were both represented at the conference. France, England, Germany, Belgium and Mexico were other countries to send delegates. American men of prominence present were Justice David Brewer of the United States Supreme court; Judge George Gray, of Delaware, who presided at all the sessions of the convention; Oscar S. Strauss, Governor 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 H. Moore, of Columbia college, on "The North Sea Incident." Professor Moore pointed this out as a notable victory for arbitration and upheld the finding of the commission as justifiable under all circumstances. 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 sent a long letter to the delegates.

Mr. Ives was one of 23 representatives of chambers of commerce and boards of trade present at the conference. The session Thursday evening was given over to four minute talks by these business organizations delegates who emphasized the great havoc 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 time limit was rigidly enforced by Justice Brewer who before the session had been preceded with a "big stick." When the four minutes was up, he would bring this down with a thunderous rap on the table, summing up with 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 resources 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 conference began Wednesday morning and continued through Saturday.

Mr. Ives says the moves made at the convention to organize the American International Law society and to start a magazine devoted to the peace propaganda are expected to accomplish much. Two thousand dollars were raised among the delegates for the publication of the proceedings of the convention.

Mr. Smiley, the host, is well acquainted with George Ellwanger, senior, and mentioned him frequently to Mr. Ives in terms of admiration.

THE EVENING TIMES, TUESDAY, JUNE 6, 1905.

CLUETT, PEABODY & CO. WILL LOCATE FACTORY IN ROCHESTER

Big Collar Manufacturing Concern, Employing Over 1,000 Persons, Announces Its Intention of Transferring Its Plant From Troy to This City. Will Probably Lease the Kimball Building on Court Street.

The strike of starchers in the big Troy collar factory of Cluett, Peabody & Co., it is understood, has resulted in that firm's closing negotiations for the vacant Kimball tobacco building on Court Street, which it will occupy in a short time and give employment to several hundred women and girls of this city.

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It is not known whether the Cluett company has bought or rented the building. An offer to rent for a term of years, with the privilege of buying, was made by Cluett, Peabody & Co. when representatives first visited Rochester several weeks ago.

One of the principal reasons for the

WILL OCCUPY TOBACCO PLANT

Cluett, Peabody and Company Lease for Number of Years.

Post-Express, June 6, 1905
FOR MAMMOTH COLLAR FACTORY

Possession to Be Given Immediately—Equipment at Once to Employ 1,000 Persons—Factory District.

Definite announcement is made to-day that the large collar, shirt and cuff manufacturing business of Cluett, Peabody & Company, of Troy, is to be moved to this city as soon as arrangements therefor can be made.

The company has leased for a long term of years the works of the American Tobacco company, in Court street, recently closed. Possession is to be given immediately and the work of preparing the building for the employment of one thousand persons will proceed at once.

A special dispatch to The Post-Express this afternoon from Troy says:

"Cluett Peabody & company announced this morning that they have leased for a long term of years from the British-American Tobacco 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 Troy plant so far as manufacturing is concerned. Goods will be cut, laundered, manufactured and shipped in a fully-equipped establishment."

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 affect 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 seemed to be favorably impressed with the Kimball factory when they were here," he replied. "If indication count for anything," he added, "they mean to move to Rochester."

C. F. Garfield, in whose hands were left the final negotiations for the removal of the collar manufactory to Rochester, told a reporter for The Post-Express that he would have "something to give out in the matter in a day or two."

"We are not quite ready to say anything today," said Mr. Garfield. "My brother is in Troy to-day, endeavoring to close up the deal and I think that within a few days I will be able to announce that the firm will move their factory to Rochester."

Cluett company's desiring to locate here was to be in a position to secure sufficient help. Even before the strike, it is said, the company proposed, for that reason, to have an auxiliary factory outside of Troy. The long strike of employees and the sympathy of the police there for the strikers disgusted the firm with Troy and they looked for another site in Rochester, Utica, Syracuse, Newark, Lockport and Buffalo. Rochester was the lucky one. It is believed that this city had the greatest inducements for the collar makers in a suitable building, railroad facilities and supply of labor.

As the labor matter is one of the most, if not the most, important for Cluett, Peabody & Co., the subject was gone into at some length by their representative, who found that they could secure ample help here.

Rochester's Industrial Growth

The announcement that a large manufacturing concern for removal to this city is full of suggestion in regard to the possibilities of industrial expansion which are inherent in the great natural advantages and acquired facilities and conveniences which Rochester affords for industrial enterprise. The Troy concern will add 1,000 at once to the already large number of factory hands employed here, and it is expected that by the removal of its entire plant to this city the number will be increased to 2,500. This will make a very considerable increase in our industrial population and will mean much to the various interests of the community.

This important addition to the industries of our city has come unsought. At least it came knocking at our gates in the first place without being invited, though it was very cordially met by the Chamber of Commerce when it made its grand known. Some forty other cities sought to capture it. Many of them offered material inducements. When the advantages of each were summed up it was seen that Rochester possessed more than any of its rivals. In view of this it is not obvious that these advantages, which are so readily recognized when brought to the attention of outsiders, ought to be more fully exploited than they are. The Chambers of Commerce and Boards of Trade of many cities devote no small part of their energies to such work. It is recognized that the prosperity and growth of a city depend in great measure upon manufacturing industries, and that the more of them it has the more easily and naturally their number will grow—on the principle that riches come easily to the rich.

This is not to express approval of the "booming" system as practiced in some instances by ambitious western cities, usually to their sorrow in the long run. A reasonable alertness and some systematic plan for ascertaining where established manufacturing industries are contemplating change of location and where new ones are seeking favorable fields in which 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 advantages 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 environs. Rochester's industrial growth is progressing famously, but it may be made to progress still faster.

6/6/05

CLUETT, PEABODY & CO. OF TROY TO LOCATE HERE

Kimball Tobacco Factory on Court Street Has
Been Leased to Troy Firm for Manufacture
of Collars, Cuffs and Shirts.

Deferred June 7, 1905
Concern Will Employ 1,000 Persons at Outset and if Conditions
Are Satisfactory Entire Plant With 3,000 Hands Will
Be Moved From Troy—Forty Other Cities Made Offers.

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 an option to buy at an agreed price; the understanding is that if conditions are found satisfactory the factory will shortly be bought outright and the option taken up.

This is the most important industrial announcement that has been made in Rochester in a year or two. The big building on Court Street will immediately be remodelled for the use of Cluett, Peabody & Company and converted into a mammoth 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 three fold.

English Company Is Owner.

The owner of the Kimball factory is the British American Tobacco Company, the English branch of the American Tobacco Trust. Negotiations for the factory have been in progress for several weeks and it has been necessary to do considerable cabling of messages between New York and London before the terms of the deal could be arranged. The Rochester end of the negotiations has been in the hands of C. F. Garfield, Company. The final details were arranged at Troy for the lease and the signature of Cluett, Peabody & Company was given yesterday afternoon. The lease was then taken to New York where those who had authority for the English company affixed their signatures, 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 be removed shortly. At the outset, the plant will be complete in itself, all work being done here, independent of the Troy factory.

How Rochester Won Fight.

The story of the coming of this immense 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 other city. Mr. Peabody went to Buffalo, Syracuse and other places to look for a site. He was naturally given a most cordial reception by business men in every city he visited, as they all realized 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 Cluett, Rogers, Secretary Ives and other members of the Chamber of Commerce and given as good an idea of Rochester advantage as it was possible to outline. He was shown the Kimball factory, and a careful inspection made to ascertain if it could be satisfactorily remodelled for the use of the firm.

Objected to Smoke Nuisance.

The first objection made by Mr. Peabody was that he could not come to Rochester on account of the smoke nuisance here. This furnished the test for Mr. Rogers to discuss, and at this juncture Mayor Cutler was brought into the negotiations. Mr. Peabody said it was absolutely necessary in his business to have air free from smoke, as soon as would spoil the goods he was manufacturing. Mayor Cutler and President Rogers are said to have given positive assurances that were satisfactory to Mr. Peabody that Rochester would have a smoke ordinance that would remedy the black smoke evil.

Another point which was closely investigated by Mr. Peabody was the question of water for manufacturing purposes. He was shown the analysis of Hemlock water, proving it was the best and purest water in the state, and this fact is said greatly to have impressed him with the advantage of Rochester.

Reduction in Water Rates.

It is said that when the question of water rates to manufacturers came up,

he made objection to paying 14 cents per 1,000 gallons, as this is a higher rate than is charged in most cities to every large consumer. Mayor Cutler again insisted by giving official assurance that a reduction in the water rates to manufacturers and other large consumers.

In this connection, Mr. Garfield said last night, the Rochester newspapers had unknowingly added much in assisting the Chamber of Commerce people to convince Mr. Peabody that a smoke ordinance would be adopted in the near future. All the papers have taken up the matter, and the result has been the forwarding to Mr. Peabody of the last month. One editorial article in The Herald, said Mr. Garfield had specially mentioned Mr. Peabody that Rochester meant business in suppressing the smoke nuisance. So he finally waived the point of waiting for the ordinance actually to be adopted before he made his decision to come here.

Forty Other Offers Made.

Mr. Garfield said after the fact was printed in the Rochester papers that Cluett, Peabody & Company was looking at a Rochester site, the firm had been deluged with offers of sites and factories from every part of the country. Mr. Peabody stated he had received forty definite offers from many cities, promising in some cases to erect a factory and donate it free of rent for five years; in other places, some concessions in taxes were made.

It was rather strenuous competition, therefore, that Rochester met in competing with forty other cities for this enterprise. The outcome ought to do more to stiffen civic pride and to give encouragement to the Rochester boomers than anything they have had in years.

The victory for Rochester in securing this enterprise was won in an open field after a fair fight. Mr. Peabody had no local interests and little knowledge of Rochester before he came here. He certainly was not prejudiced in favor of Rochester, for he did not come here until he looked at sites in many other cities.

The decision was based on an impartial investigation and the conclusion was reached in favor of Rochester solely because Rochester had more advantages to offer than any other city. Not a dollar of money was offered or asked. No local capital was sought. It was a straight business proposition as to what city was best suited for 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 Company. The cost with improvements was 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. The report, through Secretary John S. Ives, of the Chamber of Commerce, that improved equipment in the way of boilers, engines, pumps, elevators and electric lighting. It has all the interior lighting facilities of modern make.

Under the terms of the lease signed last night, immediate possession of the factory will be given and work of remodeling will be rushed with all possible speed in order that the converted plant may be in operation at the earliest possible date.

ANOTHER LARGE FACTORY COMING

Secretary Ives Expects a Concern
Employing 500 Hands to Locate

Sheila, June 7, 1905

Following closely upon the heels of the announcement yesterday that Cluett, Peabody & Company's big collar manufacturing factory of Troy was to locate here, comes the report, through Secretary John S. Ives, of the Chamber of Commerce, that a large concern is looking over the advantages which Rochester offers as a manufacturing city, with a view of possibly locating here in the future.

Secretary Ives is now in communication with the prospective concern and hopes to bring them to this city after they have thoroughly investigated conditions here. The firm is said to be a large one employing something over 500 hands. It is not known, however, whether anything can be learned of the concern.

The decision to move the plant was directly to the strike which has been going on in Troy for some weeks and

TROY INDUSTRY HOLDING TROTT KIMBALL FACTORY LEASED BY CLUETT, PEABODY & CO.

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

It was definitely announced yesterday in Troy by a member of the firm of Cluett, Peabody & Company, manufacturers of shirts, collars and cuffs, that the firm had closed a deal 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 fitting up and remodeling 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 satisfactory, the entire plant of the firm will be removed here, providing employment for 3,000 persons.

It was largely through the efforts of the Chamber of Commerce that the Troy firm was induced to come to Rochester. The company had more than forty propositions from other cities, many of them offering special inducements. The city offered to put up a building and lease it free for a term of years. Buffalo and Syracuse both tried to get the firm.

Troy Men's First Call Here.

On May 18th, C. A. Cluett and E. H. Cluett, returned 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 opportunity to present all the advantages of the city. The attention of the visitors was called to the Kimball plant and a visit to the property was made.

The plant was satisfactory in many respects. It being found that only a few changes would have to be made to adapt it to the new business.

President Robert Cluett, Vice-President H. S. Kennedy, and Mr. Cluett came to Rochester last Thursday for a further inspection of the plant. At that time their chief objection was to the clouds of black smoke that poured out of many of the chimneys in the downtown district. They said the smoke would ruin their business. President Clinton Rogers, of the Chamber of Commerce, told the Troy men of the efforts being made to abate the smoke nuisance. He pointed out the passage of an anti-smoke ordinance. He told them that the ordinance would probably be passed by the Common Council very soon.

A visit was paid to the Mayor, who assured the manufacturers that within a short time arrangements would be made to have cheaper water rates for the large consumers. The present rate of 14 cents a thousand gallons was high, he said. The Troy men, although they admitted that they needed the pure water and that Rochester's product was superior to any in the state.

Strike Riots in Troy.

Another element that went far toward the decision for Rochester was the fact that there are comparatively few labor disturbances in this city. The Union News is having difficulty with strikes in Troy, where it is said that the police do not interfere in case of riots started by the strikers. The Mayor assured Mr. Cluett that during his administration there would be no disturbances that the Police Department could prevent.

The Kimball plant is owned by the British American Tobacco Company and as negotiations for the lease had to be carried to London, some time was taken before the deal could be consummated. H. H. Garfield conducted negotiations at New York, having in touch with the London office, while C. F. Garfield took care of the Rochester end.

The original cost of the land and buildings in 1880 and of subsequent improvements was \$125,000. Its assessed valuation is \$10,000. The buildings are insured for \$70,000. The Troy company leases for ten years, as an experiment. President Cluett assured the Mayor that if all conditions were satisfactory the entire plant of the company would be removed to Rochester. The buildings, in that case, will be enlarged to three times their capacity. The building now consists of three stories and a basement, with a floor area of 118,500 square feet.

Cluett, Peabody & Company is rated by commercial agencies at a million dollars. Its main plant is in Troy, with a branch in Massachusetts. It is understood that the branch plant is to be abandoned and all its interests centered in Rochester.

KIMBALL FACTORY LEASED Cluett, Peabody & Company Will Move Part of Immense Plant to This City Immediately.

Definite announcement has been made in this city and Troy that the Cluett, Peabody & Co., one of the largest collar 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 The Union several weeks ago.

The decision to move the plant was directly to the strike which has been going on in Troy for some weeks and

NEW DEPARTMENT STORE To Be Built on the Corner of Main and North Fitzhugh Streets by Local Financial Men.

The movement among prominent financial men and institutions, which has been in progress for some time and has been noted in the daily papers, to erect a building to house a great department store on the corner of West Main and North Fitzhugh streets, opposite the Protective's house, up to Main street and up Main street to a point thirteen feet from Montgomery alley. The building is to be built by a million dollar company and will then be taken over by a two million dollar company, which will conduct the store.

The plot for the building extends from the last brick block on the west side of North Fitzhugh street, opposite the Protective's house, up to Main street and up Main street to a point thirteen feet from Montgomery alley. The building is to be built by a million dollar company and will then be taken over by a two million dollar company, which will conduct the store.

The plan of the promoters of the new store are not yet ready for public announcement, but the store will be instituted.

Incidentally, as hearing upon the movement to abolish the smoke nuisance in this 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 manufacturers to a sooty atmosphere, in view of that fact, is natural. A more timely or 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 ink 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 cuff manufacturers which is soon to transfer a large portion of its plant to Rochester. It is stated that one of the chief inducements 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

belched forth from his factory chimneys, is the sheerest nonsense. A manufacturer who would be kept away by a smoke ordinance would not be worth having. In all probability he would be too unprogressive to move from wherever he might happen to be, no matter how unfavorable to his business the conditions 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 nuisance. The Troy firm is not coming here because we have no smoke 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 unanswerable one. *Herald June 6/05*

however, should not be lost. There may be other manufacturing firms looking 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 Commerce in the matter of the Troy firm conveys its own incentive and encouragement to further effort along the same 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 residential sections, the excellence of its lighting systems—these are matters of common comment to the visitor who encounters them for the first time. Let them be duly advertised, together with practical information as to the pure water supply, the assured cleansing of the air of the polluting smoke nuisance and with every other advance that distinguishes the Rochester of to-day from the city of a century ago. *Herald 6/10*

RECEIVING APPLICATIONS Many Seeking Positions With Cluett, Peabody & Co., Leave Names at Chamber of Commerce.

Secretary Ives of the Chamber of Commerce said this morning that a number of people had left their names at his office as applicants for positions in the factory which Cluett, Peabody & Co. of Troy are soon to establish at the old Kimball tobacco factory on Court street.

President Cluett and Mr. Kennedy, the manager 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 can 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 Commerce, as the company has not established any office here as yet, and they said that all the names would receive careful attention when the company came to employ more help. *June 10*

TO START EARLY IN JULY. Cluett, Peabody & Co., Officials Here to Arrange for Factory Opening.

W. H. Cluett, M. Waterman and H. S. Kennedy, of Troy, officials of the Cluett, Peabody & Company collar plant soon to be moved here, are in town today arranging for the renovation of the tobacco factory on Court street where the enterprise will be located. In connection with the move, they are in town today arranging for the renovation of the tobacco factory on Court street where the enterprise will be located. In connection with the move, they are in town today arranging for the renovation of the tobacco factory on Court street where the enterprise will be located.

There was the very important and valuable 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 inducements.

Rochester has exceptional transportation facilities for a city of its size. That fact should be made known to manufacturing interests which might be influenced by that particular consideration above all others. Rochester is commendably free from labor difficulties; and when disagreements of that kind do occur, there is very little disturbance and practically no disorder that 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 be omitted in calling the attention of outside manufacturers to the advantages which this city offers as a manufacturing center.

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 Cluett, Peabody & Co. of Troy.

Perhaps many Rochesterians were surprised when they heard 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,

ER HERALD, SUNDAY, 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 Commerce—Other Manufacturers Complain.

With the advent of the Cluett, Peabody & Company collar plant soon to be moved here, there is a great scarcity of unskilled labor. Already conditions are far from encouraging. From the point of view of the employers, The enormously rapid growth of the city's population, the increase within the past two years has already made the scarcity of unskilled labor very noticeable and it cannot but be accentuated by the fact that there has been made on the subject by several large manufacturing interests. Secretary Ives of the Chamber of Commerce

received the following letter, from the Van Berg Silver Company: "Rochester, N. Y., June 8, 1905. "Mr. J. M. Ives, Secretary Chamber of Commerce, City: "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 1,000 hands. This 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 attempt to advertise throughout the state the fact that there is a boom on in Rochester in manufacturing and that there is employment here for any quantity of unskilled labor.

"We are asking this question because of late we have had a great difficulty in obtaining this class of help. We employ about 90 per cent of skilled labor. We have been in the habit of years gone by of educating some of the labor, but of late it has been almost impossible to get 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 can afford to pay for apprentices, naturally has driven them into taking positions for the sake of money.

"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 Vanburgh Silver Plate Co."

Mr. Ives is doing everything possible to make it ready for the factory to the fact, in the hope that Rochester's population may be augmented.

Mr. Cluett was in this city yesterday making arrangements for the move of the plant to the old Kimball factory. Many applications for positions have been received by the firm at their Troy office. After a conference with Mr. Ives, Mr. Cluett announced that all applications for employment with Cluett, Peabody & Company may be addressed to Mr. Ives, care of the Chamber of Commerce. Mr. Ives will keep the applications on file and they will be dealt with by the firm as soon as they are prepared to employ their hands. Positions with the collar manufacturing company are looked upon as especially desirable as it is said that an unskilled workman may soon become so proficient as to earn \$12 to \$18 a week.

Brumant Chronicle

ACTIVITY AMONG MANUFACTURERS WITH BOOM IN BUILDING IN ROCHESTER. SCARCITY IN LABOR MARKET

Many Evidences of City's Unparalleled Prosperity—Company Writes 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 for town for men, and the consequence has led to a list of names of men who are the city's unparalleled prosperity should be more widely advertised, and that with this it is made known that Rochester is now a good place for men out of work to come to.

"That this activity in building operations and in business is beneficial, and will increasingly benefit Rochester, is certain, and attention is being called to the present need for labor. In considering the determination of Cluett, Peabody & Company, of Troy, to remove one of its factories to this city, which will employ 1,000 hands, the scarcity of labor of all kinds and its own difficulty in obtaining apprentices, the Van Berg Silver Plate Company, which will soon move into its new building on Main street west, at the canal bridge, has concluded that some special effort 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 Chamber of Commerce, this company says:

"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 1,000 hands. This 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 attempt to advertise throughout the state the fact that there is a boom on in Rochester in manufacturing and that there is employment here for any quantity of unskilled labor.

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WHO OWNS THE RIVER BED? The River Bed?

Many readers of newspapers have a 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?"

For three weeks a member of The Herald staff has been at work collecting data to answer this question. In the first place it was realized that the query might cover many things. Did the subscriber mean the entire Genesee River or just that part that flows through the 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 in the river or the land under 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 to 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 determined on the number of mill stones the water would run in a large mill.

As to water rights the reporter asked a prominent manufacturer who owned them. He at once replied:

"The Rochester Railway 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:

"Young man, if you will find out who 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 \$160,000, payable in three installments. Accordingly the next summer Oliver Phelps left

It has been almost impossible to get apprentices, on account of the fact that there is such a scarcity and that the wages they obtain in some factories are much higher than other factories can afford to pay for apprentices; naturally this has driven them into taking positions for the sake of money.

"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 Vanburgh Silver Plate Co."

Mr. Ives is doing everything possible to make it ready for the factory to the fact, in the hope that Rochester's population may be augmented.

Mr. Cluett was in this city yesterday making arrangements for the move of the plant to the old Kimball factory. Many applications for positions have been received by the firm at their Troy office. After a conference with Mr. Ives, Mr. Cluett announced that all applications for employment with Cluett, Peabody & Company may be addressed to Mr. Ives, care of the Chamber of Commerce. Mr. Ives will keep the applications on file and they will be dealt with by the firm as soon as they are prepared to employ their hands. Positions with the collar manufacturing company are looked upon as especially desirable as it is said that an unskilled workman may soon become so proficient as to earn \$12 to \$18 a week.

however, should not be lost. There may be other manufacturing firms looking 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 Commerce in the matter of the Troy firm conveys its own incentive and encouragement to further effort along the same 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 residential sections, the excellence of its lighting systems—these are matters of common comment to the visitor who encounters them for the first time. Let them be duly advertised, together with practical information as to the pure water supply, the assured cleansing of the air of the polluting smoke nuisance and with every other advance that distinguishes the Rochester of to-day from the city of a century ago. *Herald 6/10*

RECEIVING APPLICATIONS Many Seeking Positions With Cluett, Peabody & Co., Leave Names at Chamber of Commerce.

Secretary Ives of the Chamber of Commerce said this morning that a number of people had left their names at his office as applicants for positions in the factory which Cluett, Peabody & Co. of Troy are soon to establish at the old Kimball tobacco factory on Court street.

President Cluett and Mr. Kennedy, the manager 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 can 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 Commerce, as the company has not established any office here as yet, and they said that all the names would receive careful attention when the company came to employ more help. *June 10*

TO START EARLY IN JULY. Cluett, Peabody & Co., Officials Here to Arrange for Factory Opening.

W. H. Cluett, M. Waterman and H. S. Kennedy, of Troy, officials of the Cluett, Peabody & Company collar plant soon to be moved here, are in town today arranging for the renovation of the tobacco factory on Court street where the enterprise will be located. In connection with the move, they are in town today arranging for the renovation of the tobacco factory on Court street where the enterprise will be located.

There was the very important and valuable 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 inducements.

Rochester has exceptional transportation facilities for a city of its size. That fact should be made known to manufacturing interests which might be influenced by that particular consideration above all others. Rochester is commendably free from labor difficulties; and when disagreements of that kind do occur, there is very little disturbance and practically no disorder that 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 be omitted in calling the attention of outside manufacturers to the advantages which this city offers as a manufacturing center.

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 Cluett, Peabody & Co. of Troy.

Perhaps many Rochesterians were surprised when they heard 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,

ER HERALD, SUNDAY, 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 Commerce—Other Manufacturers Complain.

With the advent of the Cluett, Peabody & Company collar plant soon to be moved here, there is a great scarcity of unskilled labor. Already conditions are far from encouraging. From the point of view of the employers, The enormously rapid growth of the city's population, the increase within the past two years has already made the scarcity of unskilled labor very noticeable and it cannot but be accentuated by the fact that there has been made on the subject by several large manufacturing interests. Secretary Ives of the Chamber of Commerce

received the following letter, from the Van Berg Silver Company: "Rochester, N. Y., June 8, 1905. "Mr. J. M. Ives, Secretary Chamber of Commerce, City: "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 1,000 hands. This 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 attempt to advertise throughout the state the fact that there is a boom on in Rochester in manufacturing and that there is employment here for any quantity of unskilled labor.

"We are asking this question because of late we have had a great difficulty in obtaining this class of help. We employ about 90 per cent of skilled labor. We have been in the habit of years gone by of educating some of the labor, but of late it has been almost impossible to get 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 can afford to pay for apprentices, naturally has driven them into taking positions for the sake of money.

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Granville, Mass., and penetrated the wilderness of Western New York as far as Canandaigua where he met and held conference with the Indians in an effort to make a treaty. He was successful but at one time the eloquence of Red Jacket, an Indian well known in the history of this part of the state, nearly ended negotiations by telling his followers a few facts. In short he told the truth. A crafty Indian known as Farmer's Brother, at that time the Grand Sachem, overcame the scruples of Red Jacket and the 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 townships.

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 a 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 166 acre tract was sold to Rochester, Fitzhugh and Carroll and which formed the nucleus of Rochester.

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 Gerundicut 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 decided 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 River. 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 respective 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 1880 the city bought this property from Michael. Then the heirs or descendants of Pulteney interposed 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, Ebenezer Granger. To "touch" matters the city proved adverse possession 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 descendants 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 river, 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 Erie Railroad on the west side and the Lehigh Valley Railroad on the east side with the exception 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 is navigable the state owns the river bed and where it is not navigable the owners of the land along the banks own to the center of the river. Some parts of the river above the dam may be considered navigable and until it is decided by the courts the question of ownership of the bed may be considered in doubt.

This situation, however, might be compared to the answer the applicant might put on the deed of Phelps and Gorham to Ebenezer Hunt when they were made a part of the city. If the wording is taken in the broad sense, then they do own the river bed. 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 Ebenezer Granger who claim that Robert Morris sold the river bed to him?

for a civil service position gave to the question as to how far the sun was from the earth. The applicant stated that it was not near enough to cause a worry on the part of the people of New York State. So the question of ownership above the Court Street dam is not of sufficient importance to cause any concern.

From Court Street dam to the bridge the river bed is owned by the Erie and Lehigh Valley Railroads. The city owns that portion over which the bridge extends.

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 belongs to the state. Following the west side of the river northward it is found that the following own the land between the Aqueduct and Main Street East.

R. L. Andrews, Clara A. Hale, Kate Rider Andrews, Lawyers' Co-Operative Publishing Company, C. T. Crouch & Son, Macaulay, 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 belonging to the Ocmuphugh 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 enough 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 bed 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 tract.

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 repetition here.

Continuing northward, along Front Street, the owners of the river bed 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. McIntosh, William Alkenhead, 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 Reocue 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 Tool 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 Brewing Company, Gertrude Williams, J. Lee Judeon estate, Anna M. C. Wilkin, Walter B. Duffy, Flower City Brewing Company, Kate P. Hastings, Roy L. Cole, Willis E. Woodbury, Lottie Seafried, Theresa H. Duffy, Elizabeth W. Beattie, Bronson H. Miller, Senle Conway, Mutual Life Insurance Company, Mary W. Odenbach.

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 they property extends to the center of the river depends upon the construction the courts

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Taking the east side of the river, starting below the Aqueduct the owners of the land on the bank are:

Rochester Railway and Light Company, S. N. Oothout, Burnett Printing Company, William S. McMillan, William S. Kimball estate.

From Main Street East, northward, the owners are:

George W. Archer, James and John Fee, N. B. Ellison, William S. Hale, Thomas G. Moulson, John Siddons Company, 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. Miller, Lyman M. Otis, Elizabeth P. Britton, John H. Justice, Hiram W. Smith, Ella B. Searle, Ada A. Newell, W. E. A. Drescher, Minnie Hale, William Bausch, Ella H. Dale, Elton 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 nature 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 most important. At any rate, the question of water rights and the use of water have been the cause of many law suits and bitter litigation. So far as could be ascertained the Rochester Railway and Light Company owns or controls ninety per cent of the water rights of the city. According to the city Assessors' books, water rights are also owned by the persons or firms given below. In the list the assessed valuation of the land and water rights might be given. However, one water right, capable of developing a thousand horse power, is considered worth \$2,000. From this it can easily be seen that the city derives much revenue from the water in the river. The list of water right owners follows:

Rochester Power Company, 6 water rights; Macaulay, Fien & Co., 4; Andrews Estate, 17; J. H. Chase Milling Company, 8; C. K. & P. A. Newberry, 4; M. P. Reynolds, 2; E. Ocmuphugh estate, 2; J. G. Davis & Company, 4; W. W. Mack, et al, 4; Heirs William Kidd, 2; Quentin W. Booth, et al, 2; Clinton Mills, 2; Shawmut Mills, 2; Frederick Erdle, 2; 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, 10.

Many of these get their water from Brown's Race, others from the race extending from above the Erie station to just above Main Street East and the remainder from the race starting at Court Street dam on the east side and extending under South Water Street, Main Street East and North Water Street to the Hathaway Brewery. From there on is a short race used by the Rochester Power Company.

The most noted suit 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 the water from the river was diverted into Brown's Race by means of wing dams. In 1835 a dam was constructed across the river. 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

east side. At the time the action was commenced August 24, 1835, the defendant Whitney was the owner of the property on the east side of the river. Whitney was using more than the allotted six parts. Mr. Whitney contended that he had a right to do so and hence the law suit. In the very beginning the plaintiffs sought to establish their rights to all the water in the river at this point, with the exception 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 the titles 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 Abner 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, Mrs. Smith and followers attempted to do what the Rochester 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 1833 read, "thereby reserving to themselves the privileges and advantages of said river which might otherwise be applied to 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 further interest of keeping up the dam 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 position. The agreement was renewed in 1838. As it stood at that time it was considered that the parties to the agreement controlled all the water on both sides of the river.

Everything was peace and harmony 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.



On the Wrong Track.

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 shortage.

Your attendance is earnestly requested.

JOHN M. IVES,
Secretary.

CAPITAL WILL BE PROVIDED.

Working People May Have Houses Built for Them—Chamber Meeting.

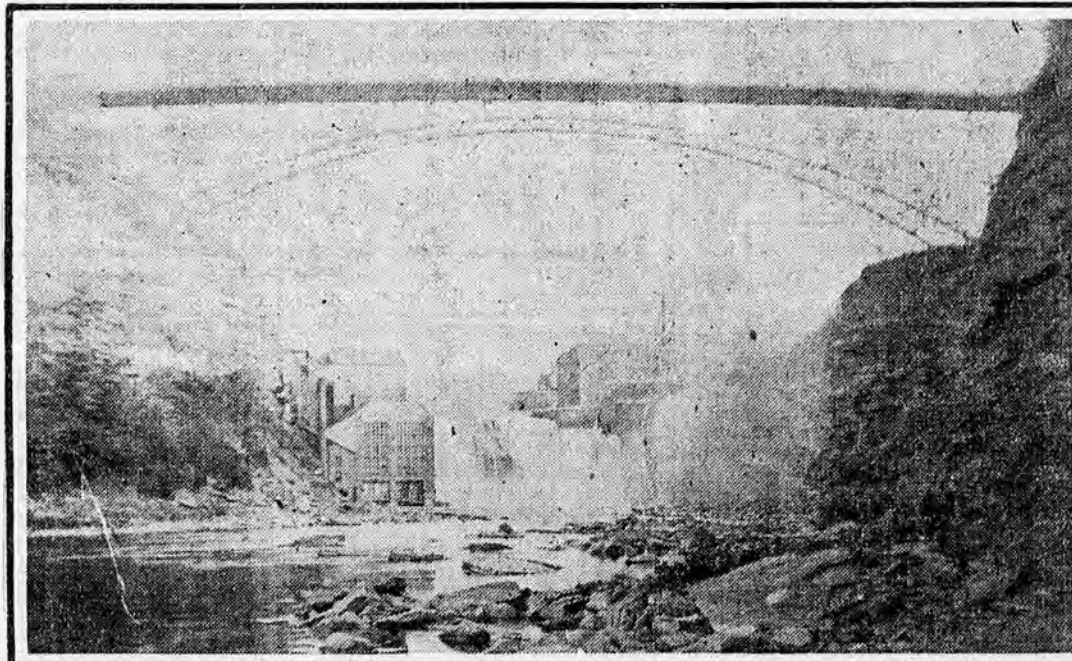
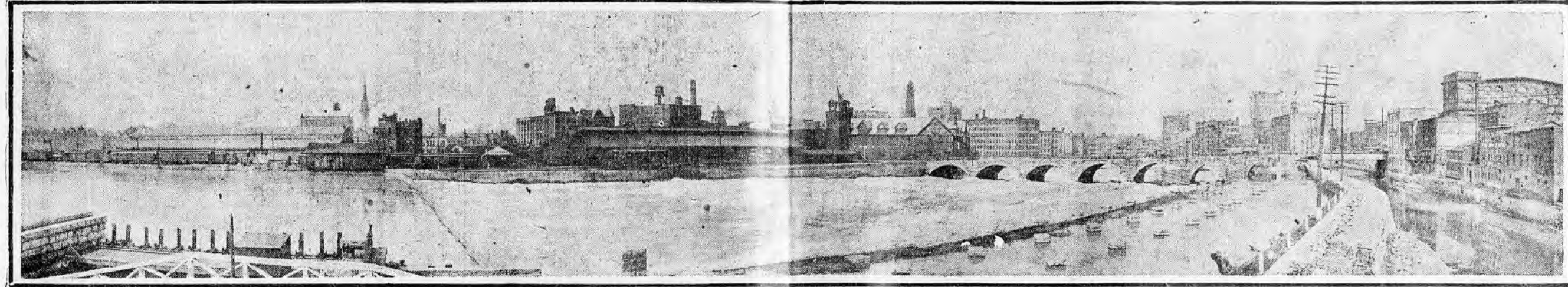
Business men discussed the problem of providing necessary houses for working people at a meeting in the Chamber of Commerce yesterday afternoon. It was announced after the meeting that any firm or company wishing houses built for its employees, either for sale or rental purposes, should communicate with Secretary John M. Ives. Arrangements 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 idea. Members of the chamber and others interested in the advancement of the city will provide the necessary capital as individuals. Responsibility and good faith must be shown. Post-Express

THE ROCHESTER HERALD.

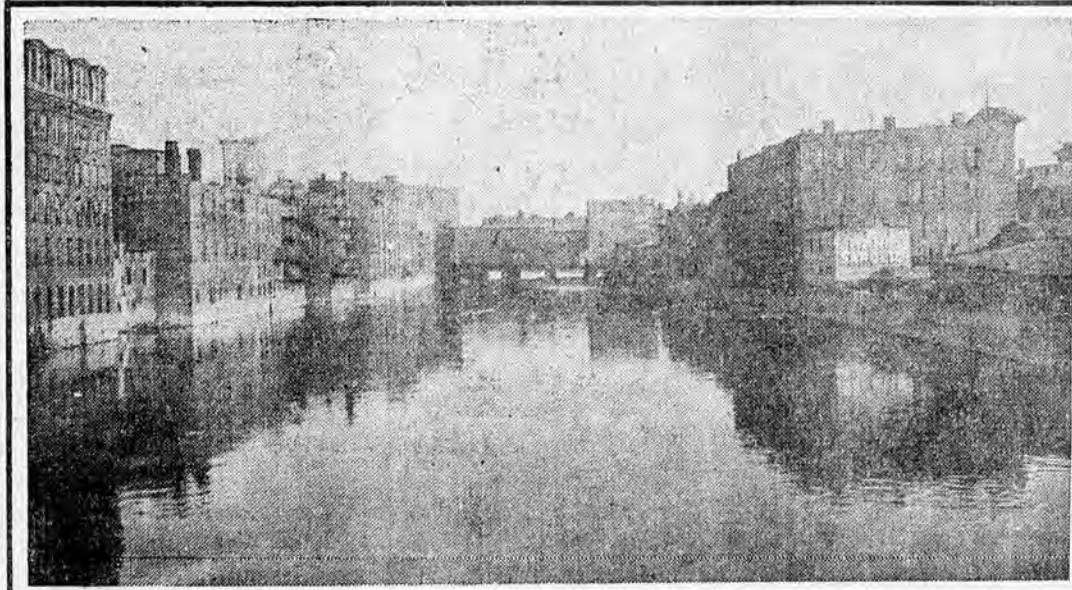
ROCHESTER, N. Y., SUNDAY, JUNE 11, 1905.

WHO OWNS THE RIVER?



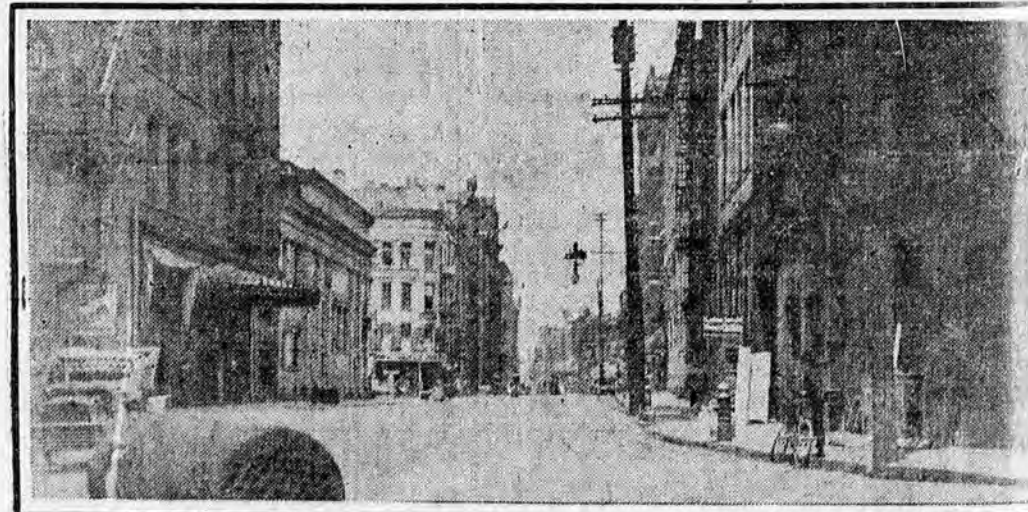
ALL OF THIS
PART OF THE
RIVER BED IS
TAXABLE

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.

LOWER FALLS —
TAXES ARE PAID ON
THE RIVER BED AT
THIS POINT.



WATER STREET — THE ENTIRE STREET IS A BRIDGE



MAIN STREET EAST WHICH IS BUILT ON THE RIVER BED.

Rochester's Attractive Features.

One of the objects of the Chamber of Commerce has been to send 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 diseases.

The educational facilities of Rochester are excellent in no city in the United States.

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 clearance volume that are steadily 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 splendid list of advantages for commerce, for manufacturing and for residence, Rochester should lead every city in the Empire State in its percentage of annual growth. What is necessary to achieve this, is an intelligent and effective system of laying the information of what Rochester has in store for 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 ought 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 industry 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 to influence upon the minds of manufacturers and business men seeking improved locations. The Chamber of Commerce of this city has occupied the place set apart for such a mission, but its performance 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 sweet 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. None of them has done so, however, with less legitimate excuse than our eastern neighbor. We may say, without exaggeration, that half of the growth of that city within a dozen years properly belongs to Rochester.

The signs which the Chamber of Commerce displays of an infusion of real energy into its system, are as agreeable as surprising. Recently one great industry, was induced to transfer its base of operations to Rochester, and to this result the Chamber of Commerce contributed much aid. Its success in this 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 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 excursion.

MANY LEAVING NAMES

Secretary Ives Receiving Numerous Applications for Positions 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 unwanted activity was due to Mr. Ives' offer to take the applications of those desirous of securing employment in the Cluett, Peabody & Co. collar factory, which is soon to be established in the old Kimball tobacco works. The company has no office 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 company moves here the list will be turned over to them and they will select as many employees as they need from the names on the list.

As soon as the office was opened this morning the applicants began filing in and by noon a list of over fifty names was on record. A set of questions that would do credit to a census enumerator was asked each one, but unlike that ceremony they were not obliged to answer the questions. As they wished, all that was obligatory being the name and address. The list included about an equal number of names from both sexes and while "unskilled" was written after a large percentage, there were also some from engineers, firemen, mechanics and those desirous of office work.

In reply to a letter which he received from the Van Buren Silver Plate Co., asking if the Chamber was taking any steps to advertise the fact that there is a boom in Rochester and that there is employment for any quantity of unskilled labor, Secretary Ives said this morning that the Chamber was doing all in its power to give the fact widespread circulation, both through the medium of the press and by sending letters to different cities of the state.

Mr. Van Buren Co. state that they are having great difficulty in obtaining sufficient unskilled labor and with the advent of the collar factory, employing 1,000 hands the situation will be still worse.

NOTABLE REPORTS

Three Important Matters To Go to Council To-morrow.

SMOKE ORDINANCE IS READY

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.

Three very important matters promise to come before the council to-morrow night. Although no discussion will probably follow to-morrow evening, the presentation of these reports will in themselves serve to magnify the importance of the session to the public.

First in order of importance will be the presentation of the smoke ordinance, composed by the special committee of business men; next will be the presentation 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 Council of Women.

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 addition will be a report from the Law Committee, regarding the claim for rebates on cement sidewalks by citizens of the Twenty-third Ward.

The special committee of business men, 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 of both factions represented on the committee and will be turned over to 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 devising a smoke test card that should be simple and cheaper than the tubular lens test used in Philadelphia. The Philadelphia test costs \$8, while Mr. Eastman has prepared a card test, on which the lines are laid out in checker-board style, so the density of the smoke can be accurately gauged. This card can

be printed at small expense, so that every manufacturer, city official and the public can use it. The card will be made in the form of a small book, one class representing the manufacturers in the Chamber of Commerce, who favored a rigid smoke ordinance and a second class of manufacturers, who were more conservative and who feared the effect on business 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 committee to the council.

Engineer Cooley of Chicago, who has been retained by the city as an expert, has spent much time in Rochester in the last month, viewing conditions and inspecting 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, consisting of an answer to these questions will be transmitted to the council with an accompanying message from Mayor Cutler. These are the queries that the expert is asked to answer:

"How would the various lines suggested in the barge canal report affect the business interests of the city and its future development?"

"Taking all things into account, which line would you prefer, considering primarily the interests of the city?"

"If the river is crossed in a pool or as a pool crossing the Genesee River, what level of the city be adversely affected?"

"What do you say as to the sufficiency 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 would you make with reference to a harbor or harbors for local business in the city?"

"If the line you consider preferable is adopted, what would you recommend as to the old canal within the city?"

The new curfew ordinance, the text of which appeared in the Herald yesterday will be presented by Alderman Morgan and referred to the Law Committee for investigation and discussion. In effect it forbids any child under 15 years of age from appearing on the street after 9 o'clock in the summer and 10 o'clock in the winter, unless accompanied by parent, guardian or other responsible party.

Undoubtedly this ordinance will stir up much discussion, but the women's committee has determined to secure its adoption, if possible. The women think conditions here are ripe for such an ordinance and they believe it would aid greatly in the crusade of reform they have started against the dives of the city.

The Law Committee will report favorably and without amendment the new smoke 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 ordinance will be adopted by the council to-morrow night as it will not be possible to enforce the market rules against street huckstering until this ordinance is adopted.

The Law Committee will also report favorably on the claim made by property owners of the Twenty-third Ward who built cement walks under an agreement with the old village board that a rebate of 75 per cent should be granted, when the city makes good the village contract, at an expense of about \$1,000.

The New York Central Passenger department announces that the sleeping car to Philadelphia via the Northern Central railroad, which has heretofore run to and from Canada, will begin to-day running in and out of Rochester leaving daily at 7:40 p. m., and on the return trip arriving Rochester daily, except Sunday, at 5:17 a. m. On Sunday the car will be attached to train 25 due at 5:30 a. m. Bertha in his car are on sale, and may be purchased in advance at city ticket office, 20 State street.—P. E. Express 6/13/05

TROY STRIKERS HERE

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 on strike from nine different shirt, collar and cuff factories in Troy for the last six weeks. An EVENING TIMES reporter today interviewed one of the young women of public notice in the strike. She said of the Troy trouble:

"Our wages were reduced and we were locked out. This Troy trouble was not a strike. The reduction amounted to 25 per cent in one way and another. We were getting four cents a dozen for starching collars and cuffs and Robert Cluett wanted us to work for three

cents a dozen.

"No, he has never reduced the price of starching collars and cuffs. He has only reduced the price of starching shirts and collars to 10 cents a dozen. Starching is the principal part of the business of the big factories at Troy."

"When we refused to work for three cents a dozen the makers rushed in machines and said we would have to do the work with them for two cents a dozen. Then we struck. Robert Cluett shut the doors and would not speak to us for two days. The other eight firms that are members of the Manufacturers' Association then put their work 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. Cluett, Peabody & Co. have made no concessions and we have tried to get conferences with them."

"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 a small part of their business here. They will probably get some help from Troy, but they cannot get the experienced hands from the old factory."

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Historic Scrapbooks Collection

MR. COOLEY REPORTS ON BARGE CANAL

Expert Employed by City Favors Middle Route For Waterway.

Says Line Surveyed by 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, the expert employed by Mayor Cutler to advise the city as to the best route for the barge canal, submitted his report to the Board of Aldermen last night. The report is voluminous and not even read at the meeting. President Edgerton ordering it received, filed and published.

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 bridge the river between the state dam and Court street bridge, and also advises that the eastern waterways be reserved for harbor development. He advises that the present canal on the west side be retained 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 in full:

I came to Rochester on May 9, and received the written instructions of the Mayor, and the Board of Aldermen. I was accompanied by a copy of which is appended. I went back to Chicago on the evening of the 13th and secured some data bearing upon the problem in hand, returning on the 15th. I have since been devoting the best of my time to the study of the problem.

GENERAL CONSIDERATIONS. Whatever difference of opinion may exist as to the practical utility of the barge canal, all will agree that the canal, with its harbor, should be so located as to best serve commercial and industrial interests.

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penitive feeders and races, and in protecting the city from floods. But how can it be expected that the state will embark upon such expensive projects for Rochester's benefit, simply because it is to construct a barge canal? 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 submitted 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.

Secretary Ives of the Chamber of Commerce today received a letter from Moses Williams, of 18 Tremont Street, Boston, asking about Rochester. His letter follows:

"I am making a study of statistics of various cities in the United States in the interest of certain capitalists from the point of view of their desirability for real estate investment. I am making the study for the period of 1890 to 1900. I have you my pamphlets showing the changes in population, bank clearings, debt, and especially, building permits and amounts for these years. Mr. Ives will supply Mr. Williams 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 Boston Enquirer is contained in an interview with W. W. Rochester, 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 Rochester said, "judging from the scarcity of houses for purchase or rent. I believe the census which has just been taken and which will shortly be announced will show the city to have a population of nearly 200,000, as against 164,000 according to the Federal census in 1900. In the section of the city where I reside there are about a half a dozen new houses being built for sale or to rent. People seeking such places are in daily evidence. One company recently built 400 houses in a newly developed district. It is to be of pressed brick of notched buff color and will be one story in height with a clerestory above the waiting room. The passenger station will have a frontage of eleven on Court street with a depth of fifty-one feet. 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. In the basement will be the boiler and coal bins. In the passenger station will be a covered entrance to the trainshed with a vestibule and porte cochere entrance. The trainshed will be of handsome design and will be located directly east of the state station. The platforms in the trainshed are to be of concrete with wood coverings. The shed will be 365 feet in length. The express building is to be located

to the rear and east of the passenger station and will set back about eighty feet 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. Elaborate plans are made for the accommodation of the passengers and the baggage 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.

June 14. BEAUTIFUL PULLMAN SLEEPERS

Placed in Commission on Central Exclusively for Rochester Travelers.

Through the efforts of Mr. George H. Davis, general passenger agent of the New York Central, two beautiful twelve 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 9:30 p. m., and returning from New York leaving Grand Central station at 7:30 a. 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 cars are the latest turned out by the Pullman Co., and contain all modern improvements. The interior finish of the cars is of solid mahogany, while the draperies, seats and carpets are of a green shade, thus producing a rich harmonious effect very restful to the eye. The drawing room also the ladies' lavatory which is a commodious room, and the gentlemen's smoking room all have toilet annexes lined with white tile, and containing the best of modern plumbing. The new cars are named Brookport and Boonville. Mr. Daniels feels that inasmuch as the Rochester people, who use the cars, are the Pullman Co., they are justly entitled to the best cars turned out by the Pullman Co.

MAY WANT TO INVEST

Boston Capitalists Having Rochester's Inducements In-vestigated. ASK FOR BUILDING FACTS Chamber of Commerce Will Supply Inquirer With a History of Rochester's Growth.

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MR. COOLEY REPORTS ON BARGE CANAL

Expert Employed by City Favors Middle Route For Waterway.

Says Line Surveyed by 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, the expert employed by Mayor Cutler to advise the city as to the best route for the barge canal, submitted his report to the Board of Aldermen last night. The report is voluminous and not even read at the meeting. President Edgerton ordering it received, filed and published.

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 bridge the river between the state dam and Court street bridge, and also advises that the eastern waterways be reserved for harbor development. He advises that the present canal on the west side be retained 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 in full:

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WOULD REMEDY HOUSE FAMINE

Chamber of Commerce Will Interest Business Men.

TO BUY LAND AND BUILD
Letters Received by Secretary Ives Give Encouragement to Idea—Importation of Outside Workers Checked.

Real estate men say there is a demand for the construction of a thousand houses in Rochester that will rent for \$2.50 to \$3 a week and the Rochester 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 priced dwellings to put an end to the house famine that has been a vexing problem here for the past two years.

Secretary Ives of the Chamber has received so many letters of late from men 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 operation.

From time to time the clothing exchange, the Rochester Boot & Shoe Manufacturers' association and other of the larger trade organizations of the city have endeavored to do away with the great scarcity of help here by bringing workmen in from the outside. Everytime this has been done, the housing problem has presented itself—workmen have been unable to find suitable abodes without paying much more than in other cities and for this reason employers have found it well-nigh impossible 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 Rochester when house building was as attractive a proposition from a business standpoint as now, when, notwithstanding the rapid and substantial growth of the city, real estate can be bought in many sections cheaper than in cities that 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 positions in the Cluett collar factory soon to be established here have been received 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 intend to take help away from concerns already established here. What is wanted is to get men and women from the outside to locate in Rochester.

The Chamber asks every man, woman and child in the city, to write to some friend or relative at a distance who is in a position of work, to come here and get a position. 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 of shoes, candy, silver plate and clothing, expressing the great scarcity of help in all these lines. The Chamber has arranged to have cards printed and placed in all the street cars on which will be printed this rather unusual appeal.

"Write to your friends to come to Rochester and get a job."

SATISFIED WITH SMOKE ORDINANCE

ACCEPTABLE TO CHAMBER OF COMMERCE.

COMMITTEE WAS UNANIMOUS

Clinton Rogers, Originator of Plan to Abate Smoke Nuisance, Says All Objections Were Overcome Late in the Discussions—May Become Law

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 Clinton Rogers yesterday afternoon. Mr. Rogers said he thought that it was a practical ordinance, and one that could be enforced, although the details of its enforcement would have to be worked out later.

Mr. Rogers was a member of the special sub-committee appointed by Chairman Kenealy of the Public Safety Committee of the council. On this committee were representatives of the business community, including Mr. Rogers, E. P. Reed and F. A. Stecher, and other interests known to be opposed to the ordinance in the form it was originally introduced. These members were John A. Barille, George Eastman and Frank E. Reed. This committee held several sessions and finally agreed upon the ordinance as introduced Tuesday night. The committee was perfectly harmonious.

ous," said Mr. Rogers yesterday, "and the conclusion reached was unanimous. We based our ordinance on the Philadelphia law, with the exception that our method of taxing the density of smoke differs from that of the city of Philadelphia. It is not to go into effect until June 1, of next year, and we hope by that time that most of the manufacturers will have installed smoke-preventing devices."

"In Philadelphia they have two scales for measuring the density of smoke, allowing a blacker smoke to be emitted if the chimney is above a certain height. We figured, however, that one scale is sufficient and that black smoke should not be allowed to issue from any chimney, no matter what its height, for its clouds are not scattered over the city just the same."

"The ordinance is liberal enough. It allows the escape of smoke for periods not exceeding five minutes at a time once in four consecutive hours. The provisions are also suspended from 5 to 7:30 A. M. at four times the successful operation of management of fires requires escape of smoke, as experienced men inform us."

"I do not think there is any question that the ordinance will be passed, as we were informed when we were appointed that whatever ordinance was agreed upon would be adopted."

STATE CONVENTION OF ELECTRICAL CONTRACTORS

Post Express June 15, 1905
Syracuse, New York, Buffalo, Rochester and Eastern Branches Well Represented—Outing at Lake.

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 today.

The board of directors held a session at the 9 o'clock this morning, followed by a meeting of the association. This afternoon the delegates visited the electric plants of the city and later went down to the lakeside where 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 into branches, of which there is one in each city, New York, Syracuse, Buffalo and the Eastern branch consisting of Albany, Troy, Utica, Watervliet, Schenectady, 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. Stinson, New York; treasurer, Julius C. Stearns, Buffalo; secretary, Fred Fish, Rochester; director of New York branch, James A. Strong; director of Rochester branch, Morris J. Olmstead; director of Buffalo branch, Julius C. Stearns; director of 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, Randolph Schmidt, E. C. Seitz, Philip Crassey, Walter H. Tobey, Rochester; H. J. Sackett, J. D. Robinson, A. D. McCarthy and J. J. O'Leary, Buffalo; G. H. Fowler, E. J. Richards, Poughkeepsie; A. J. Martin, Sol Davis, James Blackhall, New York city; W. Covert Jones, Geneva; George Brayton, Utica; James Burns, Schenectady.

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Great Possibilities of the Barge Canal in Developing Rochester

Lyman E. Cooley, an eminent engineer of Chicago, who solved the great Chicago Drainage Canal problem, and who is thoroughly familiar with the conditions in the vicinity of Rochester, having closely studied the New York canal as a member of the International Deep Waterways Commission, and as an Adviser 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 Christie 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 in 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 commercial and industrial interests. IF THE CITY IS TO REALIZE THE GREAT 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 work 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 PROGRESSIVELY TO THE CONDITIONS OF THE FUTURE."

Engineer Cooley unhesitatingly declares that the Middle Canal Route proposed by State Engineer Bond is altogether for the best interests of the city in both the present and the future development. The northern route he 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 parallel to the current, passing through the river 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 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 section 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 line of masonry for a night river harbor should substitute a fair dock for the length of the harbor and improve the water power. The controlling 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 Goodman Street to the Feeder, coming into the city west of Pinnacle Hill. The railroad 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 Erie tracks back to make dockage room. This is a matter to be worked out gradually, he says. There would be still another way of meeting such a need. IF THERE WERE A UNION STATION IN ROCHESTER, BOTH THE LEHIGH AND THE ERIE COULD BE REMOVED FROM THE RIVER SHORE, MAKING IDEAL HARBOR 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 Rochester people. If his plan of harbor

canal 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 facilities. 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 railroad than was the Erie ditch. It certainly will be of greater use than the Erie ditch and the city should make the most of it.

June 15, 1905
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 manufacturers 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 besieged for the past few days with inquiries concerning 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 Chamber make efforts to induce workers from cities and towns of the state to move to Rochester. Similar letters have been received from the candy and clothing manufacturers.

"I have received applications from over two hundred persons desiring positions 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 here 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 to 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 awakening which is now going on in Rochester 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. factory alone will require that number."

Mr. Ives stated that he was doing everything possible to induce labor to move to the city and along this line he has written to several cities where factories are about to shut down and offered inducements for the help to move here.

In a letter received to-day by Secretary 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 company to be organized to buy land and erect houses for workingmen 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 communicate with him, he would put them in communication with the two gentlemen who had written the letter.

"I consider there is a great field for such an enterprise," said Mr. Ives, "since there is not a city I know of in this state where property within the city limits can be bought so reasonably and cheaply as here. A demand for such houses is evident from the fact that in spite of the large number which have been built during 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 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, Cluett, 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 machines have been in operation in the Troy laundries, but not until 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 starchers very much less difficult and less laborious. 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 thereby less."

"Up to the time of the strike Cluett, Peabody & Co. were having their work done partly by hand and partly by machine and the starchers who were introduced by the machines were earning satisfactory wages. From the fact that they discontinued work without assigning 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 parties."

"For about two months the collar laundry department of Cluett, Peabody & Co., at Troy, has been closed, no effort having been made to introduce other starchers, and for four or five weeks past the collar laundry departments of the other manufacturers who are members of the collar and shirt manufacturers' association have also been closed. During this time constant efforts have been made to interfere with the business, violence having been resorted to and repeated 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 permanently."

"As a rule, the relations existing between employers and employees in the shirt and collar industry in Troy have been satisfactory and where strikes have occurred they have usually been due to efforts 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 earned satisfactory. "It would seem from facts given that the striking starchers were not locked out, but left of their own accord without assigning any reason for their action, and since the strike began manufacturers have offered to take the striking starchers back on the same conditions that existed when they went out, but they have not returned."

"In answer to the statements by the committee of the Troy Starchers' Union now in this city, the Chamber of Commerce this morning, through Secretary Ives, authorized the following statement relative to the manufacturers' side of the Troy strike:

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THE POST EXPRESS:

FRIDAY, JUNE 16, 1905.

INVESTIGATE STRIKE

Chamber of Commerce Reports on Cluett, Peabody and Co. Trouble.

Introduction of Starching Machines Did Not Lessen Actual Earnings of Employees Who Walked Out—Lockout Was Declined.

John M. Ives, secretary of the Chamber 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, Cluett, 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:

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"Up to the time of the strike, Cluett, Peabody & Co. were having their work done partly by hand and partly by machine and the starchers who were introduced by the machines were earning satisfactory wages. From the fact that they discontinued work without assigning 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 parties."

"For about two months the collar laundry department of Cluett, Peabody & Co., at Troy, has been closed, no effort having been made to introduce other starchers, and for four or five weeks past the collar laundry departments of the other manufacturers who are members of the collar and shirt manufacturers' association have also been closed. During this time constant efforts have been made to interfere with the business, violence having been resorted to and repeated 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 permanently."

"As a rule, the relations existing between employers and employees in the shirt and collar industry in Troy have been satisfactory and where strikes have occurred they have usually been due to efforts 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 earned satisfactory. "It would seem from facts given that the striking starchers were not locked out, but left of their own accord without assigning any reason for their action, and since the strike began manufacturers have offered to take the striking starchers back on the same conditions that existed when they went out, but they have not returned."

PERMANENT ARRANGEMENT HERE.

The permanent arrangements referred to in the statement have been made at the Kelo laundry on State Street, where a large and complete plant has been installed to do the work of Cluett, Peabody & Co. It is said that this auxiliary plant has a capacity for starching and pressing 100,000 shirts a day. This laundry is controlled by the owners of the Star Palace laundry of North Street.

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 large amount of manufacturers' work. The average paid starchers in the city vary from \$7.50 to \$8. The girls are paid by the week.

The laundry owners of Rochester are organized and only a few small laundries 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 capitalists who made him an offer for his place and stated that they intended to start a strictly union laundry. The parties stated that they would organize a laundry workers' union. The proprietor 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 years.

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

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"Up to the time of the strike, Cluett, Peabody & Co. were having their work done partly by hand and partly by machine and the starchers who did the work wholly by the machine were earning satisfactory wages. From the fact that they discontinued work without assigning 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 parties.

"For about two months the collar laundry department of Cluett, Peabody & Co., at Troy, has been closed, no effort having been made to introduce other starchers, and for four or five weeks past the collar laundry departments of the other manufacturers who are members 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 repeated 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 permanently.

As a result of the relations existing between employ and employees in the shirt and collar industry at Troy have been satisfactory and where strikes have occurred, they have usually been due to efforts 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 earned satisfactory.

It would seem from facts given that

SCARCITY OF LABOR

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, Times

Since the Chamber of Commerce began nearly two weeks ago, to secure help for 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 slowly. 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 collar company that sufficient help can not be secured in and about Rochester to start the factory as was intended.

It is believed that the entire country will have to be scoured for non-union employees if the Kimball Building on Court Street is ever filled with workers on the conditions required now by the firm. Men are now at work in the Kimball building preparing for the coming of Cluett & Company.

WILL PICKET KIMBALL BUILDING.

Should the factory be opened a strong

The City Would Be Foolish Not to Make the Most of the Barge Canal—Mr. Cooley's Little Critics

It is a real pity that the city of Rochester is not recognizing that the city can obtain any good from the barge canal is 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 engineer, 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. 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

cheap transportation should resent the newspaper efforts to 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 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, Times

STATE'S LARGEST CONTRACT IS BEGUN

The \$100,000 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 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 Road, 10 rods south of the six-mile bridge.

The section under way is 1,500 feet long and is known as contract No. 6. The work will all be on the Payne farm, except 30 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. Masell 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, and probably, by any other state.

TUESDAY, JUNE 20, 1905

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 \$8,000 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 about 400 feet. In the rear of the station there will also be a covering.

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 reelection at the convention yesterday. It was practically agreed at the last national 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 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 unprofessional; 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 of medical treatment should be resorted to; the family physician or a consultant oculist; an optometrist should be diligent in enlightening the public regarding the care of the eyes and the causes and danger of defective vision and eye-strain; he should raise the standard of competency and do all in his power to secure legislative recognition of the practice of optometry, being vigilant to keep the profession

DEMOCRAT AND CHRONICLE.

JUNE 21, 1905.

BUYS LAND FOR IMMENSE PLANT

GERMAN-AMERICAN BUT-TON COMPANY'S PLAN.

TO BRING MANY MEN HERE

HELP!

Rochester is Short of W.
Write your Friends in ot.
Good paying, permanent
of workers.

Address,

Cham

ren and Women.
r cities.

ositions for all classes

ber of Commerce,

Rochester, N. Y.

READ Carefully

ESPECIALLY FOR NAMES, ADDRESSES and technical words.

RETURN THE ORIGINAL COPY WITH THE PROOF.

WRITE ON PROOF NUMBER OF COPIES WANTED, if not already given.

MARK PLAINLY IN MARGIN—never in body of reading matter.

Mark "O. K." or "O. K." with alterations," as the case may be, signing your name, so we know that proof has reached the proper person.

Don't send verbal explanations by messenger boy. It is not safe.

An observance of these few hints will prevent most of the errors likely to occur.

P. O. Box 100
Union and Advertiser Company
22 Exchange St.
Rochester
New York

ence that the use of the machine made the work of the starchy very much less difficult and less laborious. By the aid of the machine the starchers could do fully double the amount of work as when done solely by hand; and while the price for work was less by the machines than by hand, the actual earnings of an starcher were not decreased, though the labor was much less.

"Up to the time of the strike, Cluett, Peabody & Co. have done their work done partly by hand and partly by machine and the starchers who did the work wholly by the machine were earning satisfactory wages. From the fact that they discontinued work without assigning 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 parties.

"For about two months the collar laundry department of Cluett, Peabody & Co., at Troy, has been closed, no effort having been made to introduce other starchers, and for four or five weeks past the collar laundry departments of the other manufacturers who are members of the Collar and Shirt Manufacturers' Association have been closed. During this time, constant efforts have been made to interfere with the conduct of the business, violence having been resorted to in some instances, 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 permanently.

As a result of the relations existing between employer and employees in the shirt and collar industry, and where strikes have occurred, they have usually been due to efforts 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 earned satisfactory.

"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 action, and have offered to take the striking starchers back on the same conditions that existed when they went out, but they have not returned."

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 particular, 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 over-estimated 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 fraught 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 Times, June 17, 1905

New Smoke Ordinance Satisfactory.

The new smoke ordinance ought to abate the smoke nuisance 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 be forced to install smoke-consuming devices without delay, so that, although the ordinance will not go into effect for a year, conditions will be vastly improved long before that time.

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. Rochester 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 enforcement of any ordinance whose observance will abate the smoke nuisance.

Let the Common Council pass the new ordinance at once.

SCARCITY OF LABOR

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, Times

Since the Chamber of Commerce began nearly two weeks ago, to secure help for Cluett, Peabody & Company's factory to be opened here, about 400 names were listed with Secretary J. W. Hyde for the Troy Starchers' Union. The list is growing slowly. This number is only a fraction of the total number desired by the Troy Starchers' Union. It is feared by some interested in the success of the collar company that sufficient help can not be secured in and about Rochester to start the factory as was intended.

It is believed that the entire country will have to be scoured for non-union employees. The Kimball building, on Court Street is ever filled with workers on the conditions required now by the firm. Men are now at work in the Kimball building preparing for the coming of Cluett & Company.

WILL PICKET KIMBALL BUILDING. Should the factory be opened a strong force of pickets, representing the Troy Starchers' Union, will be on the ground to argue with those who go to work, on the grounds that they stand out for the wages paid by Troy firms outside of Cluett, Peabody & Company.

The committee of the Troy Starchers' Union now here is receiving assistance from the Central Trades Council and a representative of that body will today be visiting the various laundries to discuss the Troy situation.

Some of the large local laundries are bitterly opposed to the cause of the Troy Starchers' Union. The line-up on this question will probably come within the next ten days or two weeks.

The City Would Be Foolish Not to Make the Most of the Barge Canal—Mr. Cooley's Little Critics

The City of Rochester would be foolish not to make the most of the barge canal, according to the advice of 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 engineer, 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 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 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 east side of the river. He stated that the present Lehigh lease was revocable. Some day, no doubt, both the Lehigh and Erie will be asked to come into a Central station in Rochester, which would take them away from the river shores within the city.

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." "Gigantic" is the same term used by the Post Express.

Now Mr. Cooley in his report passes carefully upon the McClintock proposition, the north route. He says:

The proposed crossing of the Genesee gorge is truly HEROIC. It involves a monumental structure in steel which CANNOT 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 DISTORTING TREATMENT HIS REPORT HAS RECEIVED FROM LOCAL NEWSPAPER CRITICS IS NOTHING LESS THAN INSULTING TO HIM.

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 Genesee 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 consideration." How reasonable!

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 the 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 CONDITIONS OF THE FUTURE."

The business men of Rochester interested in the subject of

cheap transportation should resent the newspaper efforts to 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 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.

STATE'S LARGEST CONTRACT IS BEGUN

The \$101,000,000 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 Condit 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 Road, 16 rods south of the six-mile bridge.

The section under way is 1,000 feet long and is known as contract No. 8. The work will all be on the Payne farm, except 20 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. Masell of Pittsburgh, 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 Pittsburgh 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

LEHIGH STATION BUILDERS HERE

CONTRACTORS AND RAILROAD 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 Lehigh Valley Railroad spent most of yesterday on the site of the proposed passenger station, express building and court south of the east end of the Court street bridge. The heavy stone piers were built there years ago, at an expense of more than \$400,000. 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 numerous reports that the station would 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 cutters, bricklayers and concrete men will begin 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 Honek, 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 plan provided for.

All Abutments to be Used. W. K. MacFarlin will have charge of the work here. His former is Thomas Davis, of Buffalo. Mr. Davis and Mr. MacFarlin yesterday let contracts for building materials. All of the \$100,000 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 expected to be here by July 15th. These are to be hauled by way of South avenue and Court street from the present Lehigh tracks.

Work on the steel bridge that will support the tracks 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 Company cannot deliver the steel before that time. Mr. MacFarlin told a Democrat and Chronicle reporter yesterday that the station, court and express building probably will be nearly finished before the bridge for the tracks is more than started. The bridge when completed will support the extension of the present tracks, just east of the Lehigh freight house, to the court between the new station and express building.

Station of Buff Brick.

The station alone will cost about \$90,000. It is to be of pressed brick of molded 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 piers. Beneath the building will be a basement hung from the piers with steel cables and girders. The basement will be used for boilers, coal bins and the like. The station will be of one story. In the station there will be a general waiting room, a women's waiting room, cloak, ticket office and all the equipment of a modern

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 \$8,000 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 new 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 40 feet. The rear of the station there will also be a covering.

DEMOCRAT AND CHRONICLE.

JUNE 21, 1905.

BUYS LAND FOR 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 business deal of considerable importance culminated yesterday in the transfer of eight acres of land, comprising the north half of the old Champlain tract on North Union street, to the German-American Button Company, which proposes to erect thereon a plant that will include the factories operated by the firm in this city and Newark, N. J.

The transfer is made by Hiram W. Sibbey and Robert F. Atkinson. The consideration 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 immediate vicinity of the purchase, in accordance with the permission recently granted by the 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 factory. The Lewis street extension will thus form an east-west extension to the parade ground at the army. 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 purchased 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 practices.

In addition to the street given to the city, from Union to Prince, a place of property extending eastward from Prince street 43,135 feet, has been dedicated to the city, to be used as an extension to the parade grounds and park which the city is to lay out in connection with the new Army.

The Sewartz and Frank button companies, purchased by Mr. Noyes within the last two or three years, will probably not be transferred to the Rochester plant until late next year, at the earliest.

NATIONAL GATHERING

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 Optical Society of the State of New York, held here yesterday, that will result, it is expected, in Rochester being selected as the place of meeting of the national convention in August of next year. The convention will bring a thousand delegates to the city. For several years the annual gathering of the national association has been held in Western cities. Because of this, it will be conceded at the convention in Minneapolis next August that the East is entitled to the '06 convention. The conventions of the state society in this city have always been so successful and profitable that there will be no opposition to Rochester having the national meeting if it makes a demand for it. E. E. Armstrong, chairman of the legislative committee of the state association, told a Post Express reporter this morning that the Rochester Optical society has decided 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, was elected at the convention yesterday. It was practically agreed at the last national 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 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 unprofessional; 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 need of medical treatment should be referred to the family physician or a competent oculist; that an optometrist should be diligent in enlightening the public regarding the care of the eyes and the causes and danger of defective vision and eye-strain; that he should 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 were: President, W. W. Bissell, of Rochester; vice-president, Leroy Eyer, New York; secretary, Roger F. Williams, Buffalo; treasurer, F. E. Robbins, Elmira. Executive committee, chair, H. C. Watts, Syracuse; E. V. Speer, Buffalo; C. E. Shepard, Penn Yan; F. E. Hader, Hudson; George Hanson, Rochester; A. M. Koenig, Utica. Legislative committee, E. E. Armstrong, A. Jay Cross, B. Clark, Alexander Martin, S. Stern, C. W. Johnston, and C. F. Frontiers, of New York.

The annual banquet was held last night at the Rochester club. No toasts were given, but following the dinner Professor J. Ernest Woodard, of the Mechanics Institute, gave a scientific lecture.

P. E. 6-1-00
SCORE 1-00
Interacting Sketch by New Scotland Industrial Souvenir.

From Yesterday's Last Edition. In the 1905 edition of Scotland's Industrial Souvenir, recd. of parcels of the Chamber of Commerce, is an interesting article on Perth, 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 Bridges.

"Of the Scenery of those old days," says Mr. Bridges, "nothing now remains; the places 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 the Earl of Mansfield."

The origin of Perth and Scone are lost in the mists of antiquity. Perth is believed to have been a station of the Romans when Agricola conducted his expedition to the north against the Caledonians. It has an extensive center of population ever since. "When it comes into historic view, however," continues Mr. Bridges, "it is a place of commerce. When the Scots and Picts were consolidated into one kingdom, and Scone became the capital, Perth, because of its proximity to the court, attained importance, and from its unique situation on the Tay, became the distributing place for the commerce kingdom. Scone declined, and Perth through the centuries that gave name of the Middle Ages, proving a center of trade and community to an extent that brought the couplet which Camden has in his Britannia: "Great Tay, thou passest fields, through towns, through kingdom."

"Not so now, however. From the second city in Scotland, it came the eighth. Except its situation, it has had no advantages for progress—no coal, no iron, no natural resources, which have made towns Lanarkshire and other counties, which had no existence, when Perth was plying the kingdom with wealth. I therefore be readily understood that its long existence it must have owed many vicissitudes in trade, industries have become extinct have taken their place, and I have still increased in population that has been slow. At present, largest seat of the dyeing and the sale of cattle, sheep and Scotland. The products of the its one linen factory have a market all quarters of the world. After years great civic improvement I made, new streets have been laid and old houses cleared away so that the city has quite the appearance of being modern. At present large

of further improvement are at hand—the electrification of tramway systems, additional hospitals and a new city hall, involving expenditures of many hundreds of thousands of pounds.

The sovereign claims descriptions of the trade and industries of Edinburgh, Glasgow, Aberdeen, Dundee, Galashiels, Dunfermline, Leith, Dornie, Methewell, Aldrie, Kilmarnock, Coatbridge, Paisley, Prestons, Clyde navigation, the fish industry of Aberdeen, the best route to the land of Burns, travelling and fish curing, the woolen industry of Galashiels, coal, Scotch whisky, the salmon fisheries of Aberdeen, insurance banking in Scotland, motoring, the textile industry of Dundee, the linen industry of Glasgow, the malleable iron industry and angling, are given special consideration.

The volume is a large one, but by the English parcels post it cost but 1 shilling and 4 pence to send it all the way from Edinburgh to Rochester.

Meeting of House Builders.

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 work 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 28th, at 4 P. M. to consider the best and quickest way to meet the present shortage."

CHAMBER OF COMMERCE
U. S. A. — 628—
Signs Asking for Help Placed in Street Cars—Meeting of Business Men This Afternoon.

Secretary Ives of the Chamber of Commerce 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, Rochester, N. Y."

The signs are being placed in the street cars as a means of relieving the labor situation. The Chamber of Commerce is using the signs to attract attention to the problem.

TO DEAL WITH HELP AND HOUSING PROBLEM
Post Express—628—
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 other 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 Commerce 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 soon to be opened here and by petitions for help sent in to Secretary Ives by the larger trade organizations of the city, notably the Rochester Clothing Exchange and the Rochester Boot and Shoe Manufacturers' association.

Between four and five hundred petitions have already been sent in to Secretary 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 scarcity of help problem, is the housing problem.

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 material that has had so much to do with the existing house famine, it is believed by Mr. Ives and other officials of the Chamber that such a building enterprise would prove profitable.

Mr. Ives has sent out letter to 150 men of affairs in the city asking them to attend a meeting at the Chamber this afternoon at four o'clock to discuss the advisability of forming such a company.

MORE HOUSES FOR WORKINGMEN WANTED

Business Men Will Meet at Chamber of Commerce to Consider Situation.

News, June 29, 1905.

Secretary Ives of the Chamber of Commerce is in constant receipt of letters regarding houses for workmen who wish to come to Rochester in connection with the new industrial enterprises that are developing here. At the same time many lot owners have expressed a desire to place their property in the market by erecting houses to be rented or sold to workmen if sufficient capital could be obtained.

A meeting of business men interested in the matter has been called by Secretary Ives at 4 o'clock this afternoon at the Chamber of Commerce to consider the formation of a company to erect dwelling houses for workmen. The meeting will be held under the auspices of the Chamber of Commerce. Business men recognize that provision must be made for the hundreds of men who are coming to Rochester because of the new industrial enterprises that are brought here and the extraordinary 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 follow the meeting this afternoon, whereby 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, 1905.

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 problem of providing houses for working people of Rochester met yesterday afternoon in the Chamber of Commerce rooms and discussed the matter for nearly two hours. The meeting was called at the instance of Secretary Ives of the chamber, and although it was not as largely attended as was desired, enough capital was represented to carry out a scheme whereby houses are to be 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. The man who owns considerable property in the city in 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 or rental purposes, should communicate with Secretary John M. Ives. Arrangements would then be made with the individual who wants the house and it will be built as he desires.

It was explained, however, that houses would not be built unless the individual responsible 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 shown. 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 5 1/2 per cent. interest, on account of the new mortgage tax law. It is planned 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 double houses 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 self-respecting and should have decent, comfortable houses in which they may take pride. Under this plan as proposed by the Chamber of Commerce and the firms or individuals wishing houses, the plan is to build houses for the working men."

It was asserted that the Chamber of Commerce is not to engage in the real estate business, as seemed to be the impression gained by many. Several persons with land to sell have 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 estate transactions. Negotiations will be carried on by Mr. Ives for the business men of the Chamber of Commerce and the firms or individuals wishing houses.

Adjournment was taken subject to the call of Secretary Ives. Several men who were not present yesterday had assured Mr. Ives of their support in the movement.

WILL SUPPLY CAPITAL TO BUILD HOUSES

Business Men Reach Decision at Meeting Held at Chamber of Commerce.

Company Will Not Be Formed, but Capital Will Be Furnished by Applying to Secretary Ives.

Good Faith Must Be Guaranteed 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 workmen at a meeting held at the Chamber of Commerce yesterday afternoon. For some time the proposition to form a company to build either blocks or 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 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 as the authorized agent. The statement that any firm in the city wishing houses built for its employees, either for sale or for rental purposes, could by communicating with him, have the necessary capital furnished. In order to have this done 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 Chamber of Commerce is not going into the real estate business, but will 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 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 a little more self-respect and pride to live in a little home of his own and have his own little yard than he does to be boxed up in a tenement house with a number of other families. It is thought that with the house problem solved much 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 communicate with those who have signified their willingness to advance capital.

THE ROCHESTER HERALD
THURSDAY, JUNE 29, 1905

Scarcity of help and scarcity of houses for workmen are two problems that are disturbing Rochester business men. The Chamber of Commerce is undertaking to solve both these problems. Both are the outcome of the big industrial boom of the city. If Rochester is to reap full benefit from this boom, it must have permanent results, these must be met.

The housing problem has been increasing for several years until it reached an acute stage 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. The Chamber of Commerce is undertaking to solve this problem by building several thousand more workmen, this condition threatens to become serious, and may have the effect of keeping people away, despite other advantages.

Secretary Ives of the Chamber of Commerce sent out notices to 150 members of the chamber, including prominent capitalists, real estate men, manufacturers and others interested in the house problem, to meet at the Chamber of Commerce yesterday afternoon to consider the matter. The meeting opened at 4 o'clock and the discussion continued until 6 o'clock, many phases of the question being gone over.

Chamber of Commerce Will Build.

The conclusion of the matter was that members of the Chamber of Commerce, as individuals, agreed to unite in aiding the construction of houses for workmen, either for sale or rent. No company will be formed, but the aid will be furnished through the Chamber of Commerce as desired.

Secretary Ives, on behalf of the Chamber of Commerce, was authorized to make public the offer that any manufacturer who wished to make application for workmen's houses or any workman who wished to erect a house, either for rental or purchase, could be accommodated by applying directly to Secretary Ives.

Any workman who wishes to have a house erected 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 business, and not of charity. The Chamber 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 before he obtains the title 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 employees to obtain houses for purchase or rental on a business basis, all the houses he desires will be erected for him on satisfactory terms.

A Move for Lower Rentals

Members of the Chamber of Commerce, as individuals, realizing the demand in Rochester for more houses and more moderate rentals, have practically agreed to unite in aiding the construction of houses for workmen, 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 workmen to come to Rochester and thereby supply a crying demand.

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Secretary Ives states that he has ample backing offered him by members 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 business deal between purchaser or renter on one side and the man who furnishes the building capital on the other side.

Here is a movement for the development of Rochester that deserves the most hearty reception at the hands of capitalists and warm support from labor. It has been apparent for the past year that the city was suffering along industrial lines by lack of inducements to workmen to locate here. If the plan proposed succeeds, and it ought to, its good effects will be in evidence as early as January.

Rochester Workmen High Priced.

It was also pointed out that Rochester manufactured goods were all of a very high class and the average workman in Rochester draws higher wages than the workmen in other cities. The reason of 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, instruments, or pneumatic railroad signals. The Rochester workman can afford to live better than a workman in almost any city in the United States, because of the high price of his labor. He need not be housed in tenements, but can afford a comfortable and respectable house.

There will be no occasion for another meeting of the business men of the Chamber of Commerce to discuss the house question, as it was considered the matter was settled definitely yesterday afternoon. Secretary Ives was given authority to arrange to supply all demands and any reputable workman who wants to build or rent a house can do business with Mr. Ives without further ceremony. Y. will furnish a legitimate demand and which can be negotiated on a sound business basis.

Advertisements for Help.

To meet the severe demand of Rochester business men, the scarcity of help, the Chamber of Commerce has taken the rational course and will advertise its wants widely throughout this section of the state. As a start this card has been printed and placed in all the street cars of the city.

"Help! Rochester is short of workmen and women. Write your friends in other cities. Good paying permanent positions for all classes of workers. Address: Chamber of Commerce, Rochester, N. Y."

The chamber has been urged to this action by the need of a thousand employees to man the Cluett, Peabody & Company collar factory on the Court Street bridge, by Cluett, Peabody & Company. Petitions for help have also been sent to the Chamber of Commerce by the Rochester Clothing Exchange and the Rochester Boot and Shoe Manufacturers' Association.

The main features of general interest contained in the report of Lyman E. Cooley, the expert engineer engaged by the city, were the suggestion that the river be made a canal harbor and that a middle route be preferred to the southern route through the park. These features are shown on the map in a way that makes them intelligible to the average layman.

The southern route through the park, as shown on the map, The middle route, connecting with the river at Snicks Avenue on the west and passing around from Clarks Street to form a connection at Goodman Street with the line of the old canal, is outlined for the first time with exactness. The map printed here was drafted at the City Engineer's office from a map filed by Engineer Cooley with his report to the Mayor.

Since Mr. Cooley's report was submitted to the public it has been very thoroughly discussed and there has been a better appreciation of canal conditions on the part of the public than was ever gained before in the preceding desultory discussion.

APPLICATIONS RECEIVED

Secretary Ives Has Already Made Arrangements to Build Several Houses

News, June 29, 1905.

As a result of the meeting of business men, held at the Chamber of Commerce last Wednesday afternoon, and the announcement that arrangements had been made whereby capital would be supplied in order to assist working men who are already here or come here with some of the large concerns that are about to move to the city, building houses, either for sale or for rent, Secretary Ives said this morning that he had already received several applications and that arrangements had been made to build several houses which will be sold to its parties upon their completion. When a responsible party wishes a house built 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 small installments 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 built on certain pieces of land but building them in such large numbers they can be erected at a cost much less than an individual could do the same thing, and in addition the capital is furnished and only easy payments required.

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Public Opinion Crystallized.

Eliminating the discussion of the alternative routes, as public opinion has now crystallized against the middle route, the main efforts of the municipal administration backed by business men of the city will be to bring about the creation of the river harbor, extending from the park crossing northward to the Court Street dam, as outlined on the map. This harbor will solve the flood problem in Rochester, improve the water power and develop very valuable business interests on the river banks. Its cost to the state may be greater than the canal commission will approve at the outset but the benefit to industrial interests will be so great that objections may be waived, if sufficient local pressure is brought to bear.

There has been much gained by the presentation of the Cooley report in crystallizing sentiment in favor of the river harbor and to this end public effort will be directed. The discussion of routes is of secondary importance in fact the route question has settled itself and should not be allowed to interfere with the unanimity of local action in working for the creation of the river harbor.

River Harbor Is Main Point.

A careful reading of Mr. Cooley's report shows that the middle route has been his mildy expressed preference even before the public. The making of a river harbor is the point on which Mr. Cooley insists, and on this point city officials and citizens are agreed. The route will take care of itself; it can be settled without any serious friction and without reference to the harbor plan. The river harbor is quite as available under the park route as with the middle route.

Says Mr. Cooley directly on this point: "Whether the middle route or the south route be taken, it is obvious that the river should be developed as the harbor, differing only in the length of treatment required."

As to the practicability and availability of the park route, he says: "Sincere 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 point of view. The treatment is bound to recognize the conditions as a measure of damage. The canal itself and its necessities can be artistically planned so as to add to the landscape effects and such is the view of the state officials, who have come to Rochester to aid in this investigation."

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THE ROCHESTER HERALD, SATURDAY, JULY 1, 1905.

RIVER HARBOR FOR CANAL HAS GENERAL APPROVAL

Fourteenth, Twelfth and Twenty-first Wards, spanning with a 120-foot river such thoroughfare as South Avenue, Clinton Avenue and Monroe Avenue, and the spoiling of a number of streets, destroys vested property interests in a way that cannot be seriously considered. In fact, there is no intention that the municipal administration is considering the middle route as a possibility. Mr. Cooley assumed sole responsibility for his report, and it has never received an official endorsement of any sort on this point from Mayor Cather or City Engineer Fisher. Rather these two officials have somewhat studiously avoided discussing the report for public consumption, so far as it relates to a choice of routes through the city.

No Chance for Middle Route.

It will admit of no reasonable dispute that, despite Mr. Cooley's preference, there is no real chance that the middle route will be selected. The choice of the park route, as the lesser of two evils, has become firmly fixed in the public mind by the discussion that was so fiercely for a few days after the report was first presented.

To carry the canal as outlined by the middle route through the Thirteenth, near Cooley with his report to the Mayor.

Since Mr. Cooley's report was submitted to the public it has been very thoroughly discussed and there has been a better appreciation of canal conditions on the part of the public than was ever gained before in the preceding desultory discussion.

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PREPARING FOR BUSINESS.

Cluett, Peabody & Company Getting Ready to Operate Here.

Preparations for the occupation of the former American Tobacco company factory on Court Street by the Cluett, Peabody and company of Troy are proceeding rapidly. Mr. Thieszen, representing the company, came to Rochester this morning for the purpose of securing sufficient help to prepare for the opening of business.

Mr. Thieszen 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 part may be brought here. It will be at least a month before any business can be done as the factory will require not only a remodeling 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 the remainder is being hurried to completion.

Post Express 7/3/05

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FARES

Retail

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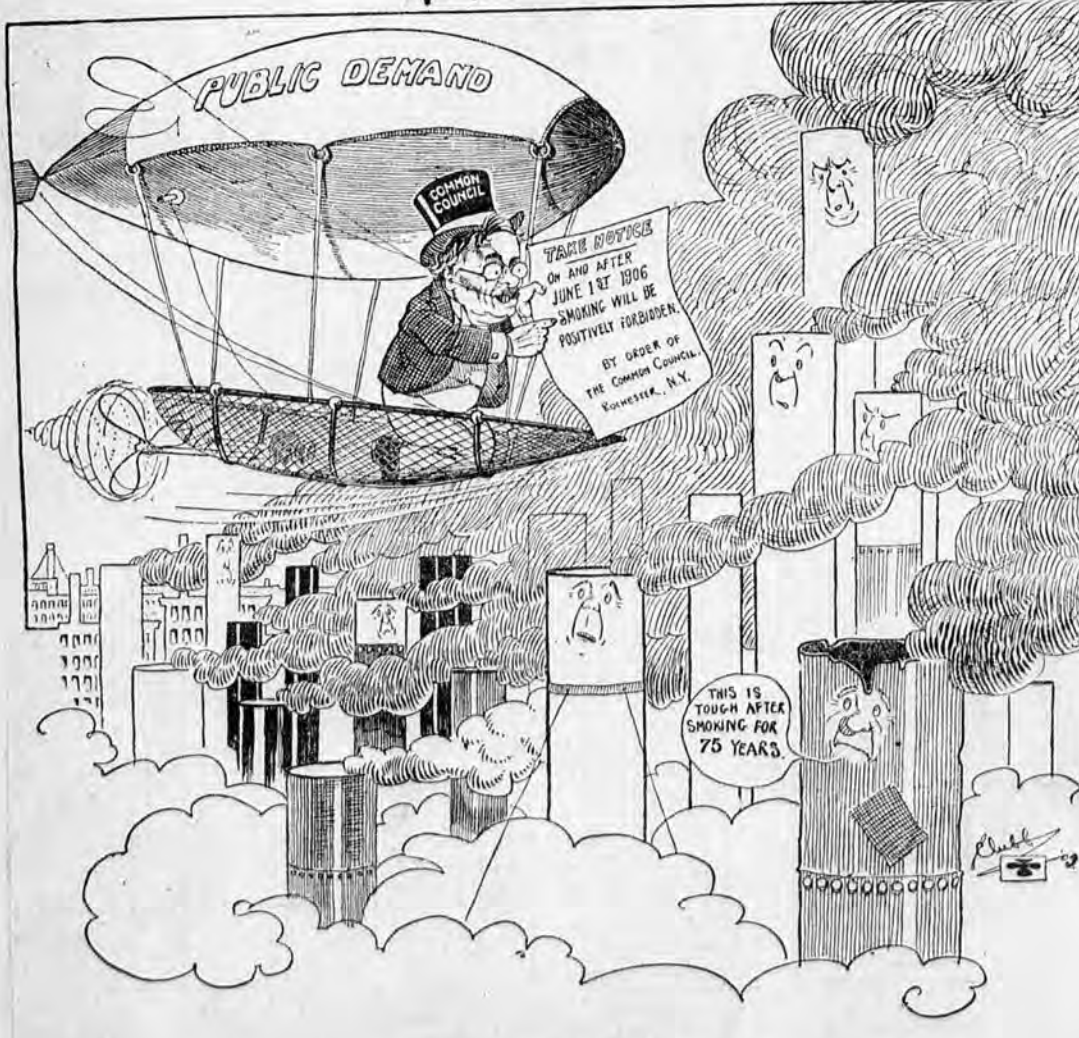
ROCHESTER, N. Y., SUNDAY, JULY 9, 1905.



Secretary Ives—"I Wish Someone Would Apply for Mine."

ROCHESTER, N. Y., THURSDAY, JULY 13, 1905.

Herald



Swearing-Off Time Fixed.

ROCHESTER DEMOCRAT
POORLY PAID
WORKERS MANYSECRETARY IVES SAYS HE
HAS FOUND THAT OUT.

MEN LOOKING FOR JOBS

All Kinds of All Ages Applying to
Secretary of Chamber of Com-
merce to Find Employment for
Them—Women Workers Scarce

Since the Chamber of Commerce under- took 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 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 while in his spinal column, 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 fact, they are not 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 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 quit because they are tired of the job, or think they're not getting enough. They wait around for something to turn up, perhaps get married in the meantime, miss their opportunity to become skilled workmen and always remain eight or ten-dollar men. It would make a great difference if 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 earning \$3 a day. He said he had been working outside at hard work, and he wanted something 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 keep it."

"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 write to manufacturers himself, that he could do as well for himself as I could do for him."

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 Brooklyn and North Adams, Mass. Another man, a shoemaker from Brockton, came to see me today, and I think I can get him a job. He had a narrow escape in the boiler 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 come on to Rochester."

"According to manufacturers who have come to me or telephoned to me, 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 hundred girls, between 17 and 25 years of age, at work in Rochester factories at once. Half 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 sent me in one from another city today. We're going ahead, never, and trying to be happy."

ADVERTISER: THURSD.

MORTGAGE
TAX BILL
CONDEMNEDTrustees of Chamber of
Commerce Adopt Resolu-
tion Against Measure.Matter of Fire Insurance Rates,
and Telegraph Rates from
Rochester to Atlantic
City, Discussed.Interesting Lecture Last Evening by
Dr. J. H. Canfield Regarding Pub-
lic Libraries and Education.

The prejudice which the proposed mortgage tax bill has stirred up among the business men of this city manifested itself in a tangible manner yesterday afternoon when at the regular monthly meeting of the trustees of the Chamber of Commerce a resolution was adopted urging Gov. Hildes to veto the measure.

The reasons for requesting the veto are set forth in the resolution, which reads as follows:

"Whereas, The people of this county and city view with apprehension and alarm the serious disturbances 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 unanimously 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, an 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 property interests; and

"The burden of this tax will be placed upon the borrowing classes, and the majority of these to give effect to the bill is believed to be impracticable and undesirable, and the collection of the tax thereunder will greatly disturb economic and business conditions; and

"It is proposed that the Governor should 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 subject of the taxation of mortgages should await the results of the inquiry to be made by the proposed commission on taxation.

In reply to a letter which Secretary Ives sent a few days ago to the committee of twenty, National Board of Fire Underwriters, showing that, according to Engineer Fisher's report, 75 per cent. of the recommendations made by the board had been complied with and asking for a reduction in the present rate, a letter from S. H. Lockett, assistant secretary of the committee, was read.

The letter stated that the committee of twenty had no jurisdiction as far as reducing rates were concerned, that being entirely in the hands of the local rating organization, under the supervision of the New York state association. The letter furthermore congratulated Rochester on the liberal minded way in which the recommendations made by the board had been complied with and the commendation of Engineer Fisher's report.

Secretary Ives was authorized to spend \$500 for the purpose of advertising the advantages of Rochester in some magazine.

In reply to a communication sent to the telephone companies asking why the rate from Rochester to Atlantic City should be 40 cents, while the rate from Buffalo is only 25 cents, a reply was received from the Postal Telegraph Company saying that the rate in Buffalo was too low and would be raised instead of the rate here being lowered.

EXPRESS: TUESDAY, JULY 11, 1905

RENTS BUELL BLOCK

E. W. Edwards & Son of Syracuse
Lease Entire New Building.Will Open Dry Goods Store There
When Building Is Ready for Them
—Have 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 efforts made by real estate men to find suitable accommodations for merchants 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 bow to the shopping public as soon as the new Buell block in Main street east is ready.

The newcomers are E. W. Edwards & Son, of Syracuse, who have leased the entire building and will open a dry-goods store there when the building can be occupied. The firm has been 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 Edwards & Son could not be obtained in Rochester this morning, a special telegram from Syracuse to The Post Express says:

"Business 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."

It is pointed out that the building is erected upon the site of the famous Marble block, five stories high and has a broad frontage in Main street east, while it extends north to Division street. It is a handsome structure of 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 necessitate a rearrangement of the interior in many ways.

The Marble block was at the time of its construction, and for that matter, during many succeeding years, an architectural attraction of Rochester.

It is expected that the Buell building will be ready for occupancy by the lessees early in the fall.

DEAL ABOUT CLOSED

Edwards & Son Expect to Obtain

Long Lease of Buell Block.

P. E. 7-19-05

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 build-
ing, now being constructed, in Main street
east, have been practically completed, ac-
cording to authoritative information obtained
here, and verified in Syracuse in an inter-
view with D. M. Edwards.

Mr. Edwards was in Rochester on Monday and yesterday, and it is probable that the big Syracuse dry-goods firm will occupy the building which has been built on the site of the famous old Marble block, early in the fall.

Syracuse newspapers today announce the intended expansion of the Syracuse business, and the possible establishment by Edwards & Son of a string of stores in the principal upstate cities. The "Syracuse Journal" says:

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 Syracuse firm will open a store 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 plan could not be told by Mr. Edwards, but it is understood that some men will be sent from the Syracuse store to manage that in Rochester. The fact that it is hoped to open the store in September indicates that work will be begun at once and the plans carried out rapidly.

E. W. Edwards & Son some time ago leased a building in Troy and opened a large department store in that city. Believing 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 the Syracuse firm three large department stores in the state.

In the Syracuse store 500 people are employed, while in the Troy store there are 200 employees. The Rochester store will probably need as much help as Syracuse.

The "Syracuse Telegram," says also, that the firm will doubtless begin business in Rochester in September, and commenting upon the branch stores established, says:

"It is evidently the policy of Edwards & Son to establish a string of stores in 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."

BRICKLAYERS HOLD
STATE CONVENTION

Delegates From This and Other

Cities Are Meeting at Cham-

ber of Commerce.

The state convention of the brick-

layers of New York, which is here for

a three days session, opened this morn-

ing in the Assembly Hall of the Cham-

ber of Commerce, with Chairman

James Fox of Rochester in the chair.

The meeting this year is for organ-

ization and consolidation. The first

convention was held last year at Al-

bany. 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 attend-

ance of about 100 is expected before the

convention closes, representing nearly

all of the 106 local bricklayers' unions

in the state.

There is one union in Rochester and

many of its members will attend who

are not delegates. The preparation for

this convention has been carried on by

James Fox, Robert Bell, Secretary of

Auburn, and J. Meyers of 6 Vienna

Street.

The building is a fine one, and has just

been completed. The Rochester store

will not be quite so large as the one in

this city at the beginning, but will be

expanded later. The manager has not

yet been selected, but it is possible that

it will be J. J. Cunningham of this city.

"Mr. Edwards said this afternoon that

he could not tell as yet just how much

the establishment will cost, but it will

run well up into the thousands. The

firm established a store at Troy just be-
fore the holidays, and has been meet-
ing with excellent success in that city.

"It is evidently the policy of Edwards & Son to establish a string of stores in 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 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 600 employees in the Syracuse store and it is stated that an equal number will be employed in the Rochester store. There are 200 employees in the Troy store.

BUFFALO MERCHANTS ARE
AFTER ROCHESTER TRADE

Herald 7-20-05

Will Pay Car Fare to All Shoppers Within Radius of Eighty Miles

of Buffalo Who Buy \$50 Worth of Goods.

Announcement was made in the Buf-

falo Express yesterday that the plan of

Buffalo merchants to organize, for the

purpose of securing rural trade by a

system of rebated railroad fares, had

been consummated and would be put in

operation this fall. The Retail Mer-

chants' Association of the Chamber of

Commerce is the name of the organiza-

tion that expects to monopolize the trade

of Western New York and Northern

Pennsylvania, and put the Rochester

merchants out of business.

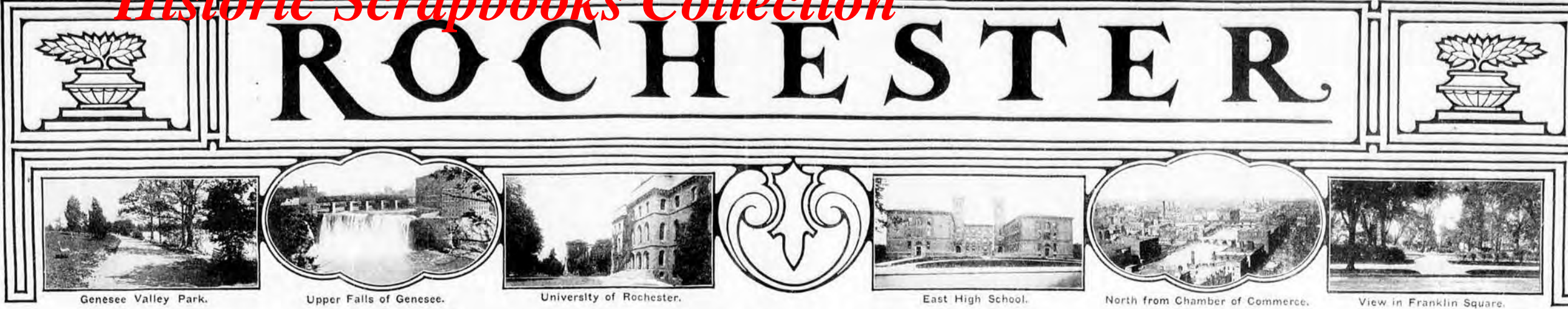
The committee which has the plan under consideration has drawn two circles with Buffalo as the common center, one with a radius of 40 miles and the other with a radius of 80 miles. All shoppers who live within the 40-mile limit and purchase a bill of goods in Buffalo amounting to \$25 or over will be entitled to a rebate equal to their fare to and from Buffalo. Likewise, all who come a distance of over 40 and less than 80 miles and purchase a bill amounting to \$50 or 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 Pennsylvania the cities of Smithport, Bradford, Warren and Corry.

"There is no doubt," said a member of the Buffalo committee yesterday, "that all these cities will have to suffer under the plan which we are to adopt. But we are looking out for Buffalo alone and if such cities as Rochester and Hornellsville wish to retain their share of the retail trade they will have to adopt some means to counteract our proposition. We sincerely hope that they are not alive enough to do it."

The attention of the officers of the Rochester chamber of commerce was recently called to this Buffalo scheme at the time it was first suggested, but Rochester merchants, it was stated, did not believe such a system would prove of any special benefit to this city if adopted here. Says the Buffalo Express:

"This system of rebates to out-of-town shoppers has been in operation in Indianapolis for six years with the result that the merchants of that city have increased their trade and benefited the city in a marked degree. In Indianapolis the merchants merely rebate the faces of their customers who live within a radius of forty miles from the city, but have never tested the eighty-mile plan as the Buffalo merchants propose to do."



From Maine to California—
From the Gulf of Mexico to
Canada.

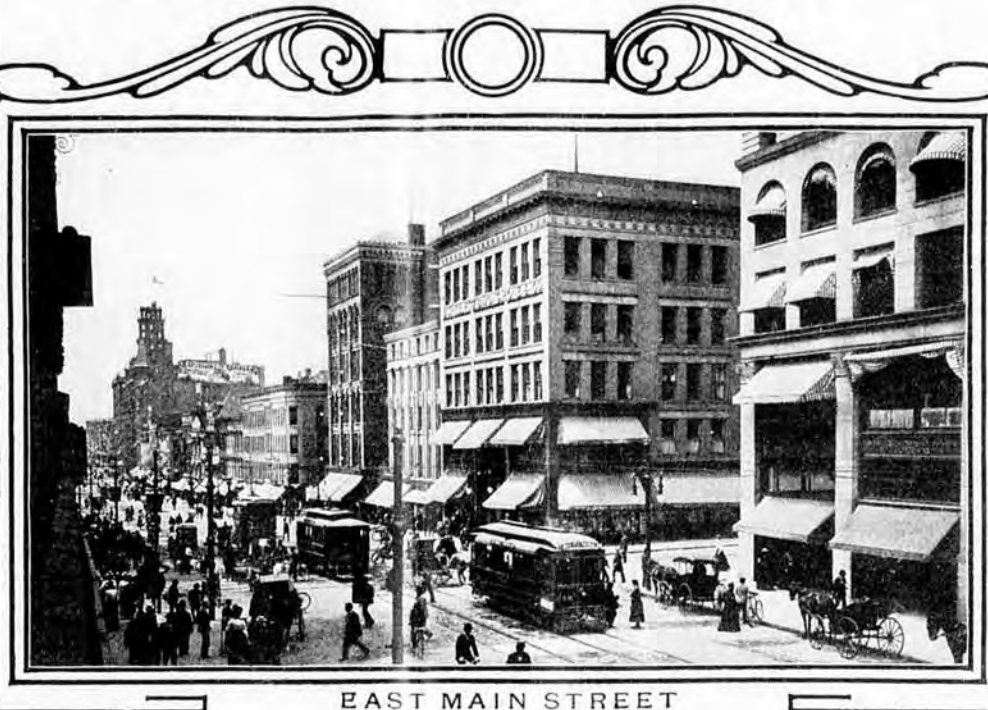
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Michaels, Stern & Co. is represented. Designed
for men most critical of fine points in dress.

Michaels-Stern
Fine Clothing

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Write for more information, name of retailer
and our new booklet, "Styles from Life," FREE.

Michaels, Stern & Co.,
Manufacturers, Rochester, New York.



A City of Homes.

ROCHESTER is pre-eminently a city of homes. The palaces of the rich and the cottages of the industrial classes are seen on every side. The majority of its people own their homes, which accounts largely for the remarkable prosperity of the city. There is implanted in the human breast a natural inclination toward the possession of some permanent abiding place, some spot called home and fire-side, and no other city in the world having the same resources offers better advantages for a man to own a 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 can find employment with opportunities for advancement by the exercise of industry, prudence, and patience. Rochester is so situated as to afford ways and means for the best kind of living. It is among the healthiest cities in the United States, and in its environs, land can be obtained so cheaply in desirable residence localities that the industrial population can obtain lots for building, and it is an easy matter for them to arrange for the building of homes upon terms that are equitable and easy of payment by monthly installments. The three important factors in a city's development—street cars, an excellent water system and electric lights—are available throughout the greater portion of our territory. No city in the Union has better facilities for religious and secular growth. The climate is invigorating, the surroundings productive in flowers, fruits and cereals, so that the markets are always supplied with the choicest and freshest vegetable productions. The rapid current of the Genesee carrying away to a great extent the impurities necessarily attendant upon a large community, adds greatly to the healthfulness, while its waterfalls materially enhance the beauty of the city. Such is the city now numbering 200,000 souls, and which offers most advantageous opportunities for securing that dearest spot on earth—sweet home!

The Flower City.

REPORT OF THE CONDITION OF THE SECURITY TRUST CO., OF ROCHESTER, N. Y., at the close of business, June 30, 1905.

Assets	LIABILITIES
Real Estate and Mortgages	Capital
City and other Bonds and Stocks	Surplus
Trust Funds	Profits
Time Loans	Dividends
Due from Banks and other Institutions	Due to Depositors
Cash in Banks	Due from Officers and Directors
Cash on Hand	Total
Total	Total

SEMI-ANNUAL STATEMENT OF CONDITION OF ROCHESTER SAVINGS BANK, JULY 1, 1905.

Assets	LIABILITIES
Bond and mortgage	Due to Depositors
Land contracts	Interest accrued on deposits
Real Estate	Other liabilities
City Bonds	Due from Officers and Directors
County Bonds	Total
City Loans	Total
County Loans	Total
Trust Funds	Total
Time Loans	Total
Due from Banks and other Institutions	Total
Cash in Banks	Total
Cash on Hand	Total
Total	Total

ALLIANCE BANK, ROCHESTER, N. Y.

Assets	LIABILITIES
Real Estate and Mortgages	Capital
City and other Bonds and Stocks	Surplus
Trust Funds	Profits
Time Loans	Dividends
Due from Banks and other Institutions	Due to Depositors
Cash in Banks	Due from Officers and Directors
Cash on Hand	Total
Total	Total

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the finest se-
lected juicy
apples, leaves
no webby feel-
ing in the head
or bad taste in
the mouth.



Secretary Ives' Employment Agency—It Might

The Times, July 27, 1906
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 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 supposed to primarily look after?

Cluett, 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 so solicitous about protecting? A general lowering of wages in Rochester would take just as much money out of the pockets of the merchants. The workman 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 freedom:

"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 CITY."

The only thing for the workman 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 of the masses.

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 showed dense clouds of black smoke pouring from many chimneys, but there is now much less. The decrease has been due in large measure to the agitation of the Chamber of Commerce, for the new anti-smoke ordinance has not yet gone into effect.

Many of our manufacturers have adopted the suggestions made by the officials of the chamber and have either made alterations in their grates and begun to burn hard coal instead of soft coal, or have introduced smoke consumers, thereby conceding the soundness of the arguments made against the dense clouds of black smoke, which are not only harmful to property but detrimental to health.

It is to be hoped that the willingness shown by many of our manufacturers to better conditions without waiting for the law to go into effect will be followed by all others who are now using soft coal. It is said that new grates will cost less than smoke consumers, and that the expense of burning hard coal comes at "half price" in comparison with 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 many of our manufacturers changed from hard coal to soft coal. Why not change back now and eliminate the smoke? Let us have a clean and beautiful city as soon as possible.

ITS FOR RECIPROCITY

Post-Express, July 16, 1906
Chamber of Commerce Sends Delegation to National Conference

Secretary Ives will start for Chicago to-night—Two Days' Session in Illinois Theater—Many Business Associations Give Endorsement.

John M. Ives will leave for Chicago to-night to attend the National Reciprocity conference as representative of the Rochester Chamber of Commerce. The convention will open to-morrow morning in the Illinois theater, and will be attended by representatives of boards of trade, manufacturers, farmers and breeders' associations, throughout the country. The large amount of Rochester flour, shoes, clothing, telephones, machine tools, camera and optical supplies, apples and all exported makes the matter one of serious interest to members of the Chamber and to business men generally.

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 consideration, 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 apply a maximum or general 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 respectively, running from 15 to 25 per cent. It is asserted 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.

Total exports to Europe during the fiscal year 1905 exceeded \$1,037,000,000 which was more than two-thirds of our total exports. The convention that will meet in Chicago to-morrow will undoubtedly adopt resolutions favoring a policy of reciprocal trade relations with the countries of Europe on the plea that by such means only can the export trade of the United 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 Saddle Accessories, sent a letter to Secretary Ives of the chamber this morning stating that at the meeting of the executive committee of the organization in Buffalo August 30, delegates were elected to attend the reciprocity conference. Letters were also received and discussed relating to the tax upon consumers and travelers who enter Canada from the United States. Papers were read from United States senators as to the taking up of the matter through the state department at Washington. They advised that it would be best to begin the agitation through local boards of trade. The Rochester Chamber is asked to take action.

A letter, signed by the National Live Stock association, American Stock Growers' association, Corn Belt Meat Producers' association, National Live Stock Exchange, American Show Horse Breeders' association, Cattle Raisers' association of Texas, American Aberdeen Angus Breeders' association, American Galloway Breeders' association, American Hereford Breeders' association, National Congress, Board of Trade of the city of Chicago, Chicago Commercial association, Illinois Manufacturers' association, National Association of Agricultural Employers and Vehicle Manufacturers, was received by Mr. Ives this morning emphatically endorsing the purposes of the reciprocity conference.

The Maximum and Minimum Tariff Plan.

U. S. A. 1906-1907
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 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 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 countries."

This same note was sounded in various ways by others in discussing the subject. The prevailing conviction of the convention seems to be that reciprocity, with the United States Senate constituted 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

reciprocity treaty cannot by any possibility be secured by the majority party in the Senate. The majority party in the House of Representatives, on the other hand, is unanimously in favor of it. 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 directly rather than by a circuitous 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 justified by the Senate'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 men.

RECIPROCITY LEAGUE

MEETS IN CHICAGO

Post-Express, July 17, 1906
Home Market Club Audaciously Sends Circulars to Delegates Denying the Object of Their Meeting.

From Yesterday's Last Edition.
Chicago, Aug. 16.—The National Reciprocity conference began a two days' session at Illinois theater, 600 delegates from all parts of the country having assembled to discuss reciprocal trade relations with other countries, amendment of the Dingley Tariff law, alterations of the state commerce laws and kindred matters.

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. Wilbur, president of the Illinois Manufacturers' association. The nomination was unanimously accepted.

William R. Caldwell, of New York, was chosen secretary pro tem, and Frederick Larrabee, of Iowa, assistant secretary pro tem. After addresses by Governor Davenport and Mayor Dunne, committees on credentials and permanent organization and order of business were appointed. Considerable excitement was caused before the proceedings started by the distribution of a pamphlet signed by John Clarke, secretary of the Home Market Club of Boston, assailing the reciprocity movement and backing up the attack with an alleged letter from John M. Ives, chief of the bureau of manufactures in the department of commerce and labor.

The Carson letter was dated July 22d and declared:

"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. Clarke as the basis of an argument seeking to show that there was no need of a reciprocity conference. A man employed in distributing these 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 the sessions. Nearly a hundred copies were distributed among the delegates.

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 Free Trade, When What They Want is a Maximum and Minimum Tariff Law—Destabilizing of a Dual Tariff Explained—Political Issue

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 came into being at the Rochester meeting of the passage of a "maximum and minimum" tariff law, permitting the establishment of reciprocal trade relations with friendly foreign countries by Congress. After H. Sanders, chairman of the

executive committee of the National Reciprocity Conference, which opened its two days' session at the Illinois Theater, this morning, is credited with originating the war cry. Mr. Sanders broached his suggestion to a few friends after the war reciprocity had received some rough handling on the floor of the convention and it met approval among the delegates.

It is considered now probable that the reciprocity conference will close its sessions by resolving itself into the dual tariff league, and organization to have a permanent form for the purpose of educating legislators and voters in the principles of the "high and low" system of duties. "I condemn the word 'reciprocity,'" said L. E. Lincoln, of the Buffalo Livestock Association, who addressed the conference today. "In the minds of many voters 'reciprocity' means nothing else than 'free trade' and free trade is not the object for which this conference is called."

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 Tariff League." He believed an organization with branches in every state could effectively accomplish its purpose. Both Lincoln and Parker asserted that "reciprocity" had lived its usefulness, and must die. Other suggestions for a title were tariff "elasticity," "moderation," or "adjustment." But none of these appeared to meet the favor of the men who heard them.

A concise statement of the availability and desirability of the dual tariff as against reciprocity was made by Senator Shelby M. Cullom of Illinois, who said in part:

The West is almost unanimously in favor of reciprocity, the eastern senators are almost solidly against it, the minority in the Senate is divided, reciprocity under the tariff section of the Dingley act has failed. I believe that the Dingley rates are sufficiently high to warrant our entering into reciprocal arrangements with Central and South American countries with European nations as well.

I prefer the adoption of the principle of reciprocity as a means of retaining and extending our foreign markets, as a means of safety, with out interruption of our business conditions revising where necessary, the tariff, 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 of reciprocity treaties there is one other method that was seriously considered by the Committee on Foreign Relations more than two years ago when a license agreement and reciprocity treaties could not be ratified, and that is the adoption of a maximum and minimum tariff. By that I mean the adoption of an arrangement by act of Congress, something similar to that in force in France, where a minimum tariff applicable to all nations which give our products the most favorable treatment is provided, and a maximum tariff, 25 per cent. higher, to apply to nations which discriminate against our products.

The adoption of these principles would not mean the abandonment of reciprocity, but reciprocity would be accomplished. It would not open any extensive new markets for our products, but it would prevent discrimination. A maximum and minimum tariff, more in the way of retaliation but something must be done, and if we cannot receive reciprocity I shall favor the enactment of a law by congress providing for a maximum and minimum tariff to every nation that discriminates against our products.

Permanent officers were chosen as follows: Chairman, S. P. Packard, Iowa; first vice-chairman, William C. Maybury, Michigan; second vice-chairman, I. T. Prior, Texas; third vice-chairman, Andrew Webster, Massachusetts; secretary, William R. Corwin, Ohio; and assistant secretary, Frederick Larrabee, Iowa. An assuming the gavel Mr. Packard said:

"The farmers of this country have no sympathy for the tariff war as the means of forcing concessions in foreign 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 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 countries."

Chairman Packard announced the committee on resolutions including E. N. Foss, Massachusetts, chairman; Edward D. Page, New York; A. B. Farquhar, Pennsylvania and Thomas P. Bean, Ohio. Eugene N. Foss, of Boston, spoke on "Reciprocity as a Political Issue." He said in part:

Granted that the day of new policies has come; that the principle of reciprocity as just is to be given its rightful place in our economic system, we yet must recognize the necessity of proceeding carefully, intelligently and scientifically. It is easy to propose but difficult to execute. We must avail ourselves of the highest skill, the deepest knowledge and the broadest experience in modifying 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 believe, the country will demand that the whole problem shall be considered by impartial experts. This duty rests primarily upon the members of the national House of Representatives. It is to them that we should be able to look for relief. If, however, by reason of improper conduct or partisanship, there are not to be found in that body men whom the people can trust, we must look to the Executive to find them.

President Roosevelt has been tested and proved equal to the task of such discovery. The character of the commission to investigate and settle the coal strike gives sufficient evidence of that. His influence in

the struggle for Cuban reciprocity committed him long ago to this cause; had it not been for his resolute advocacy with Congress we would not enjoy with him the measure of reciprocity that we enjoy to-day.

In the working out of a practical scheme of reciprocity the country will need the influence and the cooperation of the farmer, the manufacturer, the financier, the shipper, the miner, the wage earner, the professional or salaried class as well as the counsel of the specialist, the colonial administrator, the wise diplomat of the order of the Lamented John Hay. All these interests should be effectively represented in the committee or commission to be charged with the duty of instituting an economic system which shall be equitable, permanent and flexible.

Such a commission as this would command 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 disagreement and modification by Congress, which would be wholly proper, but if the spirit of the legislation requested by the commission were violated, or its beneficent purpose destroyed, the President in his inevitable duty would know that he had the country's lack of interest.

Let us not deceive ourselves regarding the German situation. It is not Germany alone with which we have to deal, but all Europe, all of the civilized world. Germany is only the leader. I believe, broadly speaking, that the peace and prosperity of the twentieth 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 greater breadth and liberality lies the guarantee of universal peace. *Democrat and Chronicle.*

WANTS TO BETTER TRADE RELATIONS

D.C. 5-10-05
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 reciprocity conference called to devise means of bettering the relations between the United States and foreign countries finished its work to-day, arranged for a committee of fifteen to prosecute the plans of the convention to form a permanent organization to be styled the American Reciprocity League. The convention committee was appointed by the chair with full power to organize and promote the work for which the convention was assembled.

The resolutions adopted advocate a maximum and a minimum tariff and suggest that reciprocal concessions be arranged by a permanent tariff commission to be created by Congress and to be appointed by the President.

The principal speaker at to-day's session was Governor A. M. Cummings, of Iowa, who was frequently interrupted with applause. Among the other speakers were Edward R. Royce, of Omaha, former Mayor W. C. Maybury, of Detroit, and E. G. Luckridge, of Indiana. Declaration of political war on the "stand patters" in Congress and throughout the country was announced by Governor A. B. Cummings, of Iowa, in his address. He said in part:

I do not pretend to be master of the subject that you have under consideration, but I do know something of the consequences of standing for that policy. I have on my part, for many years, been endeavoring to carry out a policy of reciprocity. Reciprocity has been stained with false promises and with false friends long enough. The time has come to unmask so that the people may know who stand for and who stand against reciprocity. The reciprocity movement, the advocates of reciprocity, have been in the shadow of depression and discouragement, simply because it has been excluded in conversation and credited in Congress. It has been excluded in the absence and excluded in the presence. And the hour has arrived in which it is fair to ask those who are hostile to the policy to show it, and I am gratified to find a measure that in the course of this struggle there appears to be some signs now that those who fight it will come out in the open.

For one who has a deep and abiding and persistent confidence in the judgment of the public, common, simple people of the land, and I want to set this question of the good, old-fashioned was appointed by three institutions for the determination of public policies. Let us fight it out before the people. If we lose, let us stand by the attempt. If we win, let us stand by the attempt. In the shadows of concealment retire to the shadows of concealment, the advocates of reciprocity, have been in the shadow of depression and discouragement, simply because it has been excluded in conversation and credited in Congress. It has been excluded in the absence and excluded in the presence. And the hour has arrived in which it is fair to ask those who are hostile to the policy to show it, and I am gratified to find a measure that in the course of this struggle there appears to be some signs now that those who fight it will come out in the open.

There is no conflict and can be none between protection and reciprocity. We should not be misled by the suggestion of a particular producer or class of producers and ascend to the higher standpoint from which we may view the common welfare. The only justification for interference with absolute free trade is, first, to provide a revenue, and second to diversify and increase the products of the country, essential and just as beneficial to our producers to preserve and enlarge their markets as it is to preserve and enlarge their markets.

at home. The folly of maintaining a tariff schedule that will enable us to sell one thousand dollars of merchandise in foreign markets at our own markets but which will prevent the sale of ten thousand dollars of manufactured or agricultural products in foreign markets is so striking that it can be only explained upon the ground that we are being driven to a senseless fear of disturbing our status quo. It is a senseless fear of disturbing our status quo, but to be lasting it must be founded on industrial justice.

Now we make it not now. The men who today are the exponents of the "stand pat" policy of government are the protectionists, they are afraid to move, they have no title to the leadership to the part of protection and they are being driven to a senseless fear of disturbing our status quo, but to be lasting it must be founded on industrial justice.

The formation of a permanent organization 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 organization be formed under the style of the American Reciprocity League and that a committee of fifteen be appointed by the convention to have power to organize and further to prosecute the plan of protection and they are being driven to a senseless fear of disturbing our status quo, but to be lasting it must be founded on industrial justice.

With the adoption of this resolution the conference adjourned sine die.

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 giving the right to place poles, wires, cables and conduits in the streets, alleys and public places of the city of Rochester for the purpose of enabling it 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 insist that the Niagara Falls transmission company shall give full information as to what it is and of its intent 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 Rochester lighting companies as to the identity of the company making the application developed the fact that it is practically unknown in this city. It was learned last night that Bear-Crombie, Frederick Nichol, of Toronto, president of the Canadian yacht Touring club, the challenger for the Canada's cup, now at Charlotte, is the president of the Niagara Falls Transmission Company and that Frank A. Dudley of Niagara Falls is its vice-president.

Frank A. Dudley, of the firm of Dudley, Gray and Highlands, of Niagara Falls, is a Democratic and Chronicle representative last evening. "The Niagara Falls Electrical Transmission Company is a company formed under the transportation laws for the purpose of selling power on the American side 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 Nichol, who is the owner of the Canadian challenger, Touraine, now at Charlotte. I am the vice-president. The capitalization of the company is flexible. We shall have plenty of money with which to carry on our enterprises."

It is true that we have served notice of an application for a franchise in Rochester on Mayor James G. Carter. The application was in writing and came from the attorneys of the transmission company, Dudley, Gray & Highlands. I suppose our application will take the usual course and a hearing in the matter will be arranged for. Then our aims and desires will be made clear and maps filed and our franchise taken.

"The Niagara Falls Electrical Transmission Company has recently purchased the lighting plants in the villages and cities between Niagara Falls and Lockport, with the exception of the Lockport plant. Among the lighting and power plants obtained by purchase are those of Niagara Falls, Brockport, Albion and Middleburgh.

"Does the company you represent intend to compete with the Rochester Railway and Light Company, which is now supplying electricity in this city?" was asked.

"I would rather not say anything about

WANT 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, as 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 to invest 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 desirable citizens and will bring their families to the city if they 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 Nichol President.

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Rapid Rate.

OCTOBER 12, 1905.

PRESIDENT ROGERS ON SMOKE APPLIANCES

President Clinton Rogers of the Chamber of Commerce in response to a query 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 Special 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. Buck-wheat hard coal will cost the users no more than soft coal; it can be bought for \$3 per ton and its use will avoid in many cases the need of smoke-consuming appliances. Of course, some may prefer to use one of the appliances on the market which are intended to economize in the use of fuel more particularly than to prevent smoke; the use of hard coal with such an appliance will result not only in saving of fuel, according 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 particularly 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 contracts within a week or two for installing appliances for preventing smoke. Others are looking into the matter and I believe that by the time the ordinance becomes effective, next June, there will have been general compliance with its provisions."

"The committee appointed from Chamber of Commerce members to secure the passage of the ordinance, which we now have in still in existence, I ampleased to state that sentiment generally is entirely in accord with the provisions of the new ordinance."

All persons interested in this matter may obtain definite and detailed information as to the provisions of the ordinance by calling at the city law department or upon the committee on public safety, where copies of the ordinance are on hand.

A dead white surface of cardboard or other material not less than sixteen inches in length and its surface is divided into squares by straight dead black lines drawn at right angles to one another across the surface. Each of these lines shall be of a uniform width of twenty-fourth of an inch and shall be spaced one-quarter of an inch from 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 color of smoke in the city of Rochester.

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 Most.

CHAMBER OF COMMERCE DISAPPOINTED AT TOTAL

The figures of the population of Rochester on June 1, 1905, as enumerated under the supervision of the state, was made public yesterday afternoon. The official total is 181,672, an increase of 19,064 since the Federal census was taken five years ago.

The actual enumeration was 182,928, but from this total there has been deducted 881 inmates of the state and county institutions in the Tenth and Fourteenth Wards. This was done under the plan of distributing the inmates of state and county institutions according to the time of admission to the institution. At the same time there has been added 525 inmates of outside institutions, who at the time of their admission had a residence in Rochester.

Comparison by Wards.

The most interesting comparison is the table showing the increase in each of the wards of the city as follows:

Ward	1900	1905
First Ward	1,200	1,200
Second Ward	1,200	1,200
Third Ward	1,200	1,200
Fourth Ward	1,200	1,200
Fifth Ward	1,200	1,200
Sixth Ward	1,200	1,200
Seventh Ward	1,200	1,200
Eighth Ward	1,200	1,200
Ninth Ward	1,200	1,200
Tenth Ward	1,200	1,200
Eleventh Ward	1,200	1,200
Twelfth Ward	1,200	1,200
Thirteenth Ward	1,200	1,200
Fourteenth Ward	1,200	1,200
Fifteenth Ward	1,200	1,200
Sixteenth Ward	1,200	1,200
Seventeenth Ward	1,200	1,200
Eighteenth Ward	1,200	1,200
Nineteenth Ward	1,200	1,200
Twentieth Ward	1,200	1,200

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, 78; Sixth Ward, 425; Seventh Ward, 825; Eighth Ward, 467; Ninth Ward, 629; Tenth Ward, 348; Eleventh Ward, 1,117; Twelfth Ward, 1,737; Thirteenth Ward, 409; Fourteenth Ward, 1,172; Fifteenth Ward, 726; Sixteenth Ward, 855; Seventeenth Ward, 1,945; Eighteenth Ward, 2,481; Nineteenth Ward, 1,775; Twentieth Ward, 757.

It will be seen that the Fifth Ward shows the smallest increase, only 78, and the Twentieth Ward the largest, 757. The figures are specially significant, as they will be used as the basis for a new apportionment 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 the disappointment is not so great as it may now seem. In 1890 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 growth in eight previous censuses has been at least 25,000 to 30,000 in the next five years, when the next Federal census will be taken.

The officials of the Chamber of Commerce were disappointed at the figures given, President Clinton Rogers said last night: "We had figured that Rochester should show at least 185,000 population on a conservative basis. Judging by the demand for houses and the many visible signs of prosperity and growth, we had hoped the figures might even be higher than 185,000. But as these figures are so low and cannot be changed now, I suppose there is nothing to do about it. Certainly the increase in five years, even if not as great as anticipated, is very satisfactory. It indicates that Rochester will certainly pass the 200,000 mark by comfortable margin when the Federal census is taken five years hence."

Secretary Ives' 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 disappointed with the census figures. Buffalo is credited with a gain of 18,000, 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. Nevertheless, the only city in the state showing a remarkably large comparative increase of population. This city has gained 29,871 in 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 of population."

"The conservative element at the Chamber of Commerce has been estimating the present population at from 180,000 to 185,000, 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 figure, 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. Ives responded that he had no high regard for the quality of the work. Within his personal acquaintance, he said, were three or four families that were not 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 enumerating the 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 speaker will be former Consul-General Oscar F. Williams. The subject Mr. Williams is to speak on has not been announced, but he will deal with some phase of life in the East. He 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 April 5, 1905.

SETH LOW MAY SPEAK

Secretary Ives of the Chamber of Commerce is much elated this morning upon the receipt of a letter from Seth Low, mayor of New York and Brooklyn, stating that unless unforeseen obstacles came up he would be happy to accept the invitation to speak at the eleventh annual dinner of the chamber. With Mr. Low, Gov. Cummings of Iowa 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 Mr. Low:

New York, Oct. 11, '05.

John M. Ives, Secretary Rochester Chamber of Commerce.

Dear Sir—Your letter of October 4th, inviting me to attend the eleventh 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 am glad to be with you, but I must reserve the privilege of withdrawing my acceptance at a later date in case of need.

Thanking you for the invitation, I am, yours very truly,

Seth Low.

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as to just what he was voting for. The question as submitted in misleading and unrepresentative manner in any manner intelligent exercise of judgment.

Passing such considerations, however, 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 assume the people's business. The plain purpose of the amendment is to permit the Legislature to re-enact 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 unconstitutional, and if this amendment passes will nevertheless still be in conflict with the fundamental conceptions of our government and institutions. Henceforth, therefore, 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 employed upon private work is to liquidate 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 discretion in the matter of wages paid workmen. 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 legislation 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 may find it in practical operation against the state from those ages when governmental prerogatives supervised the building of houses, the rearing of cattle, the sowing of seed, and the reaping of grain, and governmental ordinances regulated the movement of labor and 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 states regarded as outside of governmental functions." As was pointed out in another case, "If a city is not permitted to enter into fair contracts with its employees on such terms as private individuals may, it is disabled from properly performing the duties enjoined upon it by law. When the expense of an improvement is enlarged beyond actual and reasonable cost under ordinary business conditions, then the property of the taxpayer is taken from him without due process of law. Further than all this, such legislation casts all workmen, engaged in any particular occupation, 'higgledy piggledy' into one mass of unclassified intelligence and ignorance, fitness and unfitness. If a contractor must 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 direction. 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 meddling. If paternalism is right; if meddling by the state in the private business of its municipal corporations is proper; if the fundamental theories of our government are and have been wrong, then the proposed February, 1902, held the law 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 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 unconstitutional. In February, 1902, 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 not 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 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 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 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 of cities, and restrict their powers of taxation, etc. The proposed change and addition is known as amendment No. 4 and is to be submitted to the people in the following form: "Shall the proposed amendment to Section 1, Article XII, of the Constitution, relating to the organization of cities, be approved?" It would be difficult to conceive of any form of question less calculated to inform the voter

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Passing such considerations, however, 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 assume the people's business. The plain purpose of the amendment is to permit the Legislature to re-enact 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 unconstitutional, and if this amendment passes will nevertheless still be in conflict with the fundamental conceptions of our government and institutions. Henceforth, therefore, 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 employed upon private work is to liquidate 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 discretion in the matter of wages paid workmen. 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 legislation 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 may find it in practical operation against the state from those ages when governmental prerogatives supervised the building of houses, the rearing of cattle, the sowing of seed, and the reaping of grain, and governmental ordinances regulated the movement of labor and 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 states regarded as outside of governmental functions." As was pointed out in another case, "If a city is not permitted to enter into fair contracts with its employees on such terms as private individuals may, it is disabled from properly performing the duties enjoined upon it by law. When the expense of an improvement is enlarged beyond actual and reasonable cost under ordinary business conditions, then the property of the taxpayer is taken from him without due process of law. Further than all this, such legislation casts all workmen, engaged in any particular occupation, 'higgledy piggledy' into one mass of unclassified intelligence and ignorance, fitness and unfitness. If a contractor must 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 direction. 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 meddling. If paternalism is right; if meddling by the state in the private business of its municipal corporations is proper; if the fundamental theories of our government are and have been wrong, then the proposed February, 1902, held the law 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 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 unconstitutional. In February, 1902, 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 not 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 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 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 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 of cities, and restrict their powers of taxation, etc. The proposed change and addition is known as amendment No. 4 and is to be submitted to the people in the following form: "Shall the proposed amendment to Section 1, Article XII, of the Constitution, relating to the organization of cities, be approved?" It would be difficult to conceive of any form of question less calculated to inform the voter

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, 78; Sixth Ward, 425; Seventh Ward, 825; Eighth Ward, 467; Ninth Ward, 629; Tenth Ward, 348; Eleventh Ward, 1,117; Twelfth Ward, 1,737; Thirteenth Ward, 409; Fourteenth Ward, 1,172; Fifteenth Ward, 726; Sixteenth Ward, 855; Seventeenth Ward, 1,945; Eighteenth Ward, 2,481; Nineteenth Ward, 1,775; Twentieth Ward, 757.

It will be seen that the Fifth Ward shows the smallest increase, only 78, and the Twentieth Ward the largest, 757. The figures are specially significant, as they will be used as the basis for a new apportionment 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 the disappointment is not so great as it may now seem. In 1890 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 growth in eight previous censuses has been at least 25,000 to 30,000 in the next five years, when the next Federal census will be taken.

The officials of the Chamber of Commerce were disappointed at the figures given, President Clinton Rogers said last night:

"We had figured that Rochester should show at least 185,000 population on a conservative basis. Judging by the demand for houses and the many visible signs of prosperity and growth, we had hoped the figures might even be higher than 185,000. But as these figures are so low and cannot be changed now, I suppose there is nothing to do about it. Certainly the increase in five years, even if not as great as anticipated, is very satisfactory. It indicates that Rochester will certainly pass the 200,000 mark by comfortable margin when the Federal census is taken five years hence."

Secretary Ives' 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 disappointed with the census figures. Buffalo is credited with a gain of 18,000, 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. Nevertheless, the only city in the state showing a remarkably large comparative increase of population. This city has gained 29,871 in 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 of population."

"The conservative element at the Chamber of Commerce has been estimating the present population at from 180,000 to 185,000, 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 figure, 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. Ives responded that he had no high regard for the quality of the work. Within his personal acquaintance, he said, were three or four families that were not 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 enumerating the 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 speaker will be former Consul-General Oscar F. Williams. The subject Mr. Williams is to speak on has not been announced, but he will deal with some phase of life in the East. He 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 April 5, 1905.

HERALD, WEDNESDAY, OCTOBER 18, 1905

BUILDING PERMITS FOR 1905 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

	1903	1904	1905
January	\$1,200,000	\$1,200,000	\$1,200,000
February	1,200,000	1,200,000	1,200,000
March	1,200,000	1,200,000	1,200,000
April	1,200,000	1,200,000	1,200,000
May	1,200,000	1,200,000	1,200,000
June	1,200,000	1,200,000	1,200,000
July	1,200,000	1,200,000	1,200,000
August	1,200,000	1,200,000	1,200,000
September	1,200,000	1,200,000	1,200,000
Totals	\$1,200,000	\$1,200,000	\$1,200,000

Again the monthly record of buildings has been broken, according to the official report, compiled by Clerk Severance for the month of September and issued yesterday. The report shows building operations for September, aggregating \$259,993 against \$177,520 for the same month last year and \$179,233 for the same month in 1903.

It was thought that the building report of 1904 would long stand as a record, as it is almost double that of any previous year. But it was only the beginning and not the culmination of the Rochester building boom. The total building for nine months of this year has reached the enormous sum of \$3,930,432 against \$3,192,371 for the same period last year and \$3,192,371 for the same period last year and \$3,192,371 for the same period last year. The record of the building boom for the month of September, which was \$259,993, is a high one for the month of the year. The building boom for the month of September, which was \$259,993, is a high one for the month of the year. The building boom for the month of September, which was \$259,993, is a high one for the month of the year.

Some adequate idea of the significance of the present building boom may be gained by comparing the records of recent years. It follows:

1903	1,467,048
1904	1,408,178
1905	2,208,344
1906	2,912,142
1907	1,853,517
1908	3,855,056
1909 (estimated)	5,009,000

Comparatively few large manufac-

Historic Scrapbooks Collection

the dissenting or Parry faction, no delegates had been admitted to the convention except those who subscribed to the amendment to section 1 of article XII of the Constitution and articles of faith, which endorsed President Roosevelt's message asking enabling legislation by congress enlarging the power of the interstate commerce commission. Among the first delegates to subscribe to gain admittance to the body to Steinhay hall, where the Illinois Manufacturers' association, Mayor Dunne was also an early arrival and congratulated the officers upon their decision to bar the so-called railroad delegates.

"I will see that you have all the policemen needed to hold your convention without interference from the railroad lobbyist," said the mayor.

In the absence of E. C. Bacon, chairman of the executive committee, who is ill, Judge S. H. Cowan of Texas called the convention to order.

"I know that the delegates who are here to-day will abide by the action of the executive committee and endorse 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 result in much good."

R. W. Higbee of New York was chosen chairman of the Parry procession of delegates had reached Steinhay hall, where the 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 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 do so," returned Mason.

H. C. Elwood, chairman of the Buffalo delegation, was the next to be refused admittance. The same ceremony of offering the pledge, and its refusal, was gone through.

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 Steinhay hall, where nearly 200 delegates assembled. F. J. Bradley, of Havell, Mass., was elected as temporary chairman of this convention. In accepting, Mr. Bradley made a brief speech, endorsing the rate regulation, and the same day, the delegates, with the exception of the Parry delegates, were admitted to the convention.

"I think the refusal to admit these members to the other convention will set their minds to the best interests of rate legislation," 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 Legislature to regulate the hours of labor and the wages paid upon public improvements. Its grave importance may be inferred from the brief speech, delivered by the speaker of the assembly, 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 the Legislature to remove the barriers 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 purpose 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 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 unconstitutional and that its violation 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 a contractor to use upon 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 not 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 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 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 proposed amendment is to be added to section 1 of article XII of the Constitution which at present provides that the Legislature shall regulate, and restrict their powers of taxation, etc. The proposed change

THE EVENING TIMES.

ROCHESTER INDUSTRY

The Furniture Index Pays Tribute to This City and its Manufacturers.

The October number of the Furniture Index, a monthly publication 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 out-shoots of the industry.

Among the interesting items is the following paragraph: "Today there are 29 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 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 development and growth of the city."

The Rochester furniture manufacturing concerns receiving particular mention are the following: Miller Cabinet Company, Copeland & Durbin Company, Rochester Parlor Furniture Company, Hubbard & Eldridge Company, Barnard & Simonds Company, Old Colony Chair Company, Langslow & Fowler Company, Mitchell & Fisher, Acme Playing and Specialty Manufacturing Company, the Vetter Desk Works, H. M. Strausman & Co., Yawman & Erie Manufacturing Company, and the Rochester Furniture 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 wealth and prosperity of the city, and demands the best things in the way of furnishings."

RANKS SPLIT BY RATE LAW

Delegates to Commerce Convention Divide.

D. J. P. 10-27-05

PARRY IS OPPOSED

His Faction of 435 Decries Any Amendment.

465 INDORSE PRESIDENT

Regular Delegates to Chicago Convention, Including Mayor Dunne.

Pratt President for His Efforts to Curb Evil, but Parry and Others Bolt and go it Alone

Chicago, Oct. 26.—Refusing to promise endorsement of President Roosevelt's policy for the regulation of railroad rates, about half of the nine hundred delegates to the Interstate Commerce Law convention 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 at Steinhay hall, while the "anti" convention met in Studebaker hall.

Alleged attempts to thwart the purpose of the convention caused the delegates at the Steinhay hall to secede. The delegates, although properly accredited, unless they would agree to support the President's rate plan. Many delegates objected to this procedure, deeming that they be given the right of free speech.

The other delegates charged that the so-called "anti" were sent by the railroads to obstruct the convention. Existing scenes followed before the two meetings were called to order.

Prepared for a Conflict.

The "railroad" faction met at the Auditorium annex this forenoon to prepare for the expected conflict. Prior to this meeting, coal dealers identified with the "railroad" element had met at the Great Northern Hotel and, after satisfying themselves that their credentials were satisfactory, 25, Mr. 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 refuse to be admitted to the convention at Steinhay hall. Headed by Mr. Parry, the delegates left at 10 o'clock this afternoon. D. J. P. 10-27-05

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 delegates.

"I will see that you have all the policemen needed to hold your convention without interference from the railroad lobbyist," said the Mayor.

In the absence of E. C. Bacon, chairman of the Executive Committee, who is sick, Judge S. H. Cowan, of Texas, called the convention to order.

"I know that the delegates who are here to-day will abide by the action of the Executive Committee and endorse 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 result in much good."

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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 Steinhay hall, where nearly 200 delegates assembled. F. J. Bradley, of Havell, Mass., was elected temporary chairman of this convention.

In accepting, Mr. Bradley made a brief speech, endorsing the rate regulation, and the same day, the delegates, with the exception of the Parry delegates, were admitted to the convention.

Dunne Signs the Pledge.

Some discussion was caused by the appointment of a committee of credentials. It was finally decided to have a roll call of states for the appointment of one delegate from each state as a member of such committee. The meeting then adjourned till 2 o'clock.

At Steinhay hall meanwhile Mayor Dunne signed the Roosevelt pledge, saying: "There is no more important question before 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, said:

MAY BUILD FACTORY HERE.

There is a probability that a boiler factory 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, a representative of the company, visited Secretary John M. Ives of the Chamber of Commerce yesterday to obtain some 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 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 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 it is likely the factory will be built here. Oct 31- D. J. P.

WHAT CAUSES MOST SMOKE.

President Clinton Rogers of the Chamber of Commerce directs attention to the fact that during the summer when the heating plants in business blocks, stores and apartments were inactive there was comparatively little smoke over the city, and that now when these heating plants are in operation there is dense smoke over the city, which, 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 plants will use hard coal of buckwheat size, costing \$3 per ton, they will obtain as much more heat at practically the same cost and will do much to abate the smoke nuisance. The Granite and other large buildings are heated with buckwheat coal satisfactorily. Some action must be taken by next spring before the new ordinance becomes effective; President Rogers asks that the benefits be enjoyed during the winter.

It is probable that the village trustees of Charlotte will install a Gallagher improved furnace under at least one of the boilers 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 smoke ordinance. Twenty contracts have been made within a short time.

October 31

DO NOT FAIL TO VOTE AGAINST CONSTITUTIONAL AMENDMENT No. 4.

VOTE "NO."

An attack upon the right of individual liberty. An infringement of the freedom of contract. For the benefit of a few 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. A very bad proposition.

When you vote on Tuesday next, November 7th, there will be a ballot handed you upon which the names of political candidates for office are printed, and there will be a SEPARATE BALLOT upon which the PROPOSED CONSTITUTIONAL AMENDMENTS WILL BE PRINTED.

ON THE LATTER BALLOT

No. 4 will be printed as follows:

YES ☐ NO ☒

To vote "NO" upon this proposed constitutional amendment make a cross X mark in the square following the word "NO." Only a pencil having a black lead may be used, and be careful to make no other mark of any kind. Any other mark, or if marked with ink, will make your vote void.

(SEE PAGE 18-19-20)

smoke nuisance. The plan of those who use soft coal for the purpose named.

Mr. Rogers showed that a large proportion of the soft coal smoke 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 then to get hard coal, and many large establishments 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 disappeared."

In view of the vile effects of soft coal 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 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 be required for the substitution of buckwheat coal for the smoke producing kind.

The greatest obstacle 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 nuisance of themselves to their immediate neighbors. Only a word should be necessary in such cases to induce them to

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 expected there will be demonstrated some new theory of value to the profession. All of the dentists of the city and those visiting here will be made welcome.

Each clinic will be upon some interesting 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 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. Mahl sang "The Deathless Army." Dr. Frank L. Shibley acted as toastmaster.

Dr. Frank L. Shibley acted as toastmaster.

change the character of their fuel.

In this place credit should be given to many manufacturing concerns for their promptness in responding to the public demand that the smoke nuisance should be abated. They have accepted the enforcement of the new law on the subject and are putting in apparatus, some of them at considerable expense, for preventing the emission of soft coal smoke from their chimneys. Whether any specific public recognition of this action on their part is made or not, the manufacturers who are doing the work will enjoy the consciousness of getting out of the class of those who are advertising their industry by making it offensive and injurious to the health of the people. It is probable that before the smoke suppressing ordinance goes into effect nearly all of that class will adjust themselves to new and better conditions.

MAY BUILD BOILER FACTORY.

J. T. Ryerson & Son Desire To Establish Branch at Rochester.

As a sequel to the visit of T. B. Slocum, 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 for the factory, and 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 railway facilities of Rochester are so much better than elsewhere that it will probably be the final choice.

ROCHESTER IS

Syracuse offers congratulations, enter upon the remarkable gain in population which has been achieved in that city. In the decade between 1890 and 1900, Rochester grew from a city of 133,800 to a city of 181,072, representing an increase of 37.7 per cent. It is getting larger faster and faster and holds its own in spite of the fact that more people than it added during the decade before.

No artificial ratio will do for Rochester, and the prosperity of our neighbors down at the mouth of the Hudson that the rest of the state of New York has to contend with, while New York city and its suburbs advance by leaps and bounds toward a wholesale setback in such exhibits as the one which is now furnished by Monroe county.—Syracuse 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 improvements made by him and his direction are constantly attracting the attention of business enterprises in other localities, while the unexcelled 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 James Johnston and his crew might gain possession of the public office, but that is a contingency too remote to occasion serious alarm. The people have had an opportunity to take a pretty accurate measure of that gentleman and his political aspirations, and it is hardly conceivable that any considerable number of voters can be persuaded to close their eyes to the calamitous 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 intelligence and patriotism of its citizenship may be trusted to make sure, by a tremendous majority, that Mayor Cutler and his associates shall be continued in office for another term. D. J. P.

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, formerly consul-general at Singapore, on "Our Opportunities in the Orient and in America Contrasted; What Observation and Experience Teaches." After the address a smoker will be held in the city hall.

Prosperity of Rochester.

Some cities have made desperate efforts to work up a boom. Others have had a boom, then, upon them, and have been left with a heavy and for 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 evident to acquire business quarters. A citizen yesterday that 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'S POPULATION

City	1890	1900	Increase	P. C.
Albany	38,279	54,151	15,872	41.4
Amherst	22,942	29,829	6,887	30.0
Ansonia	31,425	39,245	7,820	24.9
Birmingham	42,401	59,047	16,646	39.2
Buffalo	270,618	322,287	51,669	19.1
Canton	24,185	30,919	6,734	27.8
Cornell	12,015	16,061	4,046	33.6
Cortland	11,272	15,014	3,742	33.2
Dunkirk	12,551	16,035	3,484	27.7
Elmira	34,292	42,072	7,780	22.7
Fulton	8,848	12,205	3,357	37.9
Geneva	12,259	16,043	3,784	30.8
Gettysburg	18,872	25,249	6,377	33.8
Hornellsville	13,229	17,817	4,588	34.6
Hudson	22,299	29,529	7,230	32.4
Ithaca	14,615	21,195	6,580	45.0
Jamestown	20,100	27,029	6,929	34.4
Johnstown	9,845	13,139	3,294	33.5
Kingston	17,788	24,139	6,351	35.7
Little Falls	11,222	15,281	4,059	36.1
Lowville	17,622	23,581	5,959	33.8
Middletown	18,515	24,822	6,307	34.1
Mont Vernon	25,665	31,228	5,563	21.7
Oneida	12,729	17,042	4,313	33.9
New Rochelle	14,729	20,590	5,861	39.8
New York	4,014,294	4,847,252	832,958	20.8
Niagara Falls	19,127	26,969	7,842	40.9
North Tonawanda	10,157	13,969	3,812	37.5
Ogdensburg	12,729	17,042	4,313	33.9
Olean	9,801	13,262	3,461	35.3
Orangetown	22,572	29,599	7,027	31.1
Oriskany	8,420	11,548	3,128	37.1
Plattsburgh	9,509	13,474	3,965	41.7
Poughkeepsie	24,541	32,811	8,270	33.9
Roseton	10,715	14,466	3,751	35.0
Rochester	131,072	181,072	50,000	38.2
Saratoga Springs	12,277	16,035	3,758	30.6
Shirley	20,569	27,029	6,460	31.4
Union	17,088	22,139	5,051	29.5
Tonawanda	7,904	10,471	2,567	32.5
Troy	22,933	30,651	7,718	33.7
Watertown	25,417	31,009	5,592	21.9
Westport	13,435	18,042	4,607	34.3
Yonkers	51,707	67,831	16,124	31.2
Totals	5,700,021	6,944,123	1,244,102	21.8

*Decrease.

NOVEMBER 1, 1905.

THE STATE

population of the

intelligence and patriotism of its citizenship may be trusted to make sure of a tremendous majority, that Mayor and his associates shall be continued in office for another term. D. X. C.

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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, formerly consul-general at Singapore, on "Opportunities in the Orient and in Africa." Contrasted: "What Observation and Experience Teacheth." After the address

the dissenting or Parry faction, no delegates had been admitted to the convention except those who subscribed to what the members of the convention called "the creed and articles of faith," which included President Roosevelt's message asking enabling legislation by congress to enlarge the powers of the interstate commerce commission. Among the first delegates to subscribe to gain admittance to a body to Steinway hall, where the Illinois Manufacturers' association, Mayor Dunne was also an early arrival and congratulated the officers upon their decision to bar the so-called railroad delegates.

"I will see that you have all the policemen needed to hold your convention without interference from the railroad lobbyist," said the mayor.

In the absence of E. C. Bacon, chairman of the executive committee, who is ill, Judge S. H. Cowan of Texas called the convention to order.

"I know that the delegates who are here today will abide by the action of the executive committee and endorse 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 result in much good."

R. W. Higgins of New York was chosen chairman of the Parry procession of delegates had reached Steinway hall. The Buffalo delegation of the Parry element, was the first to ask for admittance. The doorman 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 doorman.

"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 offering the pledge, and its refusal, was gone through.

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 doorman, the Parry party went in a body to Steinway hall, where nearly 200 delegates assembled. F. J. Bradley, of Haverhill, Mass., was elected as temporary chairman of this convention.

In accepting, Mr. Bradley made a brief speech, advocating calm and dispassionate 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 legislation," 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 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 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 laws, which are vitally at odds with the purpose 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 misdemeanor for one contractor 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 violation 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 contractors to use upon 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 not 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 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 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 proposed 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 organization of cities, and restrict their powers of taxation, etc. The proposed change

and addition is known as amendment No. 4 and is to be submitted to the people in the following form: "The Legislature shall have the power 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 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 proposed 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 organization of cities, and restrict their powers of taxation, etc. The proposed change

Passing such consideration, however, 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 other people's business. The plain purpose of the amendment 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 subdivisions to have their own laws 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 energy of a municipality to the benefit of private persons, 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 principles 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 pay the tax and happen to be employed upon private work is to liquidate 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 discretion in the matter of wages paid workmen. Henceforth everyone except a municipality is to have the right to make his own contract. As our Court of Appeals said in one case, "Such legislation 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, will not be far from practical statesmanship from those ages when governmental prefects supervised the building of houses, the rearing of cattle and sowing of seed, and the rearing of grain, and governmental ordinances regulated the movement 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 regarded as outside of governmental functions." As was pointed out in another case, if a city is not permitted to enter into fair contracts with its employees on such terms as it may deem individuals may, it is disabled from properly performing the duties enjoined upon it by law. When the expense of an improvement 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 this such legislation casts all workmen engaged in any particular industry, highbly, piglety into one mass of unclassified intelligence and ignorance, fitness 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 the numbers—those who are and are willing to accept it. It is a dangerous step, if the state freedom of contract is such a step becomes a further act of paternalism. If the state in the private municipal corporations, fundamental theories are and have been we posed amendment is to be favored; if, however, it is an old-fashioned, old dog of contract; if it cities should be run on a basis; if classification is then the time to empty the law before the first it has been plastered on a constitution.

The wisdom of incorporating the general body United States was not department of the United States and by one of its committees, and both it against the advisability of it. It can be confidently present time that any Legislature may pass in the amendment, propose within any of the re United States constitution question has been determined handed down in the State Supreme Court, validity of a Kansas subject of discussion. terminated that so far as constitution is concerned, unqualified right to pre upon which labor shall on the works of its public. The only time and place which this advance of a law, 1905, at the polls, can or should be expected sanctions once the people piled sanction to such

trustees of the amendment, and it is to be presented to the people for adoption at the next general election on November 7th next. The proposed 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 organization of cities, and restrict their powers of taxation, etc. The proposed change

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THE EVENING TIMES.

ROCHESTER INDUSTRY

The Furniture Index Pays Tribute to This City and its Manufacturers.

The October number of the Furniture Index, a monthly publication at Rochester, devoted 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 cune 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 quantity and extent of her furniture factories will doubtless rapidly increase."

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 development and growth of the city.

The Rochester furniture manufacturing concerns receiving particular mention are the following: Miller Cabinet Company, Copeland & Durbin Company, Rochester Parlor Furniture Company, Hubbard & Eldridge Company, Bernard & Simonds Company, Old Colony Chair Company, Langslow & Fowler Company, Mitchell & Fischer, Acme Pitting and Specialty Manufacturing 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 wealth and refinement of the community which demands the best things in the way of furnishings."

RANKS SPLIT BY RATE LAW

Delegates to Commerce Convention Divide.

D. & A. 1028-05

PARRY IS OPPOSED

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 individual liberty, and the freedom of contract.

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, 1902, 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 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 not 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. 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 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 adoption at the general election on November 7th next.

The proposed amendment is to be added to Section 1 of Article Twelve of the Constitution which at present provides that the Legislature shall regulate, etc., the organization of cities, and restrict their powers of taxation, etc. The proposed change and addition is known as Amendment No. 4 and is to be submitted to the people in the following form: "Shall the proposed amendment to Section 1, Article XII, of the Constitution relating to the organization of cities be approved?" It would be difficult to conceive 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 an intelligent understanding of the proposition.

The plain purpose of the amendment is to forbid our cities and other

summing 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 preventing smoke than the owners of shops, apartment houses, business blocks and stores. The former are gradually having auto-

Following the plan decided upon to avoid a clash with the Parry faction, no delegates had been admitted to the convention except those who subscribed to what the members of the convention called "the creed and articles of faith," which included President Roosevelt's message asking enabling legislation by Congress to enlarge the powers of the interstate commerce commission.

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 delegates.

"I will see that you have all the policemen needed to hold your convention without interference from the railroad lobbyist," said the Mayor.

In the absence of E. C. Bacon, chairman of the Executive Committee, who is sick, Judge S. H. Cowan, of Texas, called the convention to order.

"I know that the delegates who are here today will abide by the action of the Executive Committee and endorse 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 result in much good."

Meanwhile the Parry procession of delegates had reached Steinway Hall. The Buffalo delegation of the Parry element, headed by L. H. Mason, secretary of the Chamber of Commerce, was the first to ask for admittance.

Refuses to Sign the Pledge.

The doorman 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 doorman.

"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 offering the pledge, and its refusal, was gone through.

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 doorman, the Parry party went in a body to Steinway 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 dispassionate 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 legislation," he said.

Some discussion was caused by the appointment of a committee on credentials. It was finally decided to have a roll call of states for the appointment of one delegate from each state as a member of such committee. The meeting then adjourned till 2 o'clock.

At Steinway Hall meanwhile Mayor Dunne signed the Roosevelt pledge, saying: "There is no more important question before the country today than railroad rates."

During the summer the central part

WHAT CAUSES MOST SMOKE.

President Clinton Rogers of the Chamber of Commerce directs attention to the fact that during the summer when the heating plants in business blocks, stores and apartments were inactive there was comparatively little smoke over the city, and that now 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 nuisance which is complained of.

Mr. Rogers says that if owners of heating plants will use hard coal of buckwheat size, costing \$3 per ton, they will obtain as much more heat at practically the same cost and will do much to abate the smoke nuisance. The Grants and other large buildings are heated with buckwheat coal satisfactorily. Some action must be taken by next spring before the new ordinance becomes effective; President Rogers asks that the benefits be enjoyed during the winter.

It is probable that the village trustees of Charlotte will install a Gallagher improved furnace under at least one of the boilers 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 smoke ordinance. 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 the past week or more, Clinton Rogers, president of the Chamber of Commerce, is of the opinion that the plants used wholly for heating purposes are mainly responsible 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 becomes effective, in June 1st of next year, should follow the example of many of the old-time members of the profession, and come 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 consumers. Speaking of this matter yesterday afternoon, Mr. Rogers said:

"During the summer the central part

of the city is free from smoke, and the smoke nuisance is almost entirely abated. This is because the heating plants in business blocks, stores and apartments were inactive during the summer. Now, 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 nuisance which is complained of.

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many stokers installed; contracts for about twenty have been made within the past few days. The owners of the city, however, suffers because of the owners of the smaller plants not giving attention to the question of preventing smoke, and I find that not since the year 1890 has the city been so smoky. 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 these suggestions will be adopted by the city council, and that a new era of smokeless cities will be a reality."

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 expected there will be demonstrated some new theory of value to the profession. All of the dentists of the city and those visiting here will be made welcome.

Each clinic will be upon some interesting 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 the profession. Many dentists have been 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 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. Muhl sang "The Deathless Army."

Dr. Frank L. Shiley acted as toastmaster, and the first speeches of the convention were heard. Dr. J. H. Beebe responded to the toast "The Wheel Horse," 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 terminology 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. Burkhardt, of Batavia; Dr. Wallace J. Herriman had something to say of "Our Relation," in which he dealt 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 advantage 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 vast benefit which has been visited upon humanity through the profession which keeps the wheels 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 the dental profession as responsible for the health that is so valuable to mankind.

After the dinner, the delegates were taken to the Casino for a social gathering, and then to the Casino for a social gathering, and then to the Casino for a social gathering.

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change the character of their fuel. In this place credit should be given to many manufacturing concerns for their promptness in responding to the public demand that the smoke nuisance shall be abated. They have endeavored to enforce the new law of the city, and are putting in apparatus, some of them at considerable expense, for preventing the emission of soft coal smoke from their chimneys. Whether any specific public recognition of this action on their part is made or not, the manufacturers who are doing the work will enjoy the consciousness of getting out of the class of those who are advertising their industry by making it offensive and injurious to the health of the people. It is probable that before the smoke suppressing ordinance goes into effect nearly all of that class will adjust themselves to new and better conditions.

No anti-trust bill will do for Rochester, and the prophecy of our neighbors down at the mouth of the Hudson that the rest of the state will be content to let New York and its suburbs advance by leaps and bounds toward a majority control of the Empire state, has a wholesome effect in such exhibits as the one which is now furnished by Monroe county—Syrausus Post-Standard.

Rochester has, indeed, done splendidly during the last few

THURSDAY, NOVEMBER 18, 1903.

REPRESENTATIVE PERKINS 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 Brock Perkins, E. P. Reed and Charles P. Ford, who were among those who called upon President Roosevelt on Wednesday last, have returned to Rochester.

Mr. Perkins, Mr. Reed, Governor Lougias of Massachusetts, and several other persons interested in the boot and shoe industry and 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 campaign of education upon the subject of the removal of the duty upon hides will be inaugurated and that one or more bills aimed at the existing duty will be introduced during 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 of the United States Leather Company, which represents probably 90 per cent. of the tanning industry. The purpose of the trip was to ask me to attend at Washington and present them to the President, probably because I have introduced some bills looking to the repeal of duty on hides, and taken some interest in these matters. It was quite an interesting meeting.

Great Interests Represented.
The annual output of the boot and shoe manufacturers is \$200,000,000. The United States Leather Company represents a business of \$200,000,000. As I said to the President in introducing the party, these were the greatest interests even in a great country. There were about twenty-five of the boot and shoe manufacturers present and they represented two-thirds of the business of the country; in other words the business of the country with which they were connected manufactured \$200,000,000 worth of boots and shoes annually.

"It was stated in advance that this was to be a delegation of Massachusetts manufacturers headed by Governor Douglas. This was a mistake. Manufacturers from Maine to the Mississippi were all represented. The entire boot and shoe industry of the country was represented in person or by proxy. Governor Douglas was the chairman and made some remarks to the President, but manufacturers from St. Louis, Chicago and other places 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 us and they were represented by Mr. Reed and Mr. Ford.

History of Duty on Hides.
"An interesting statement was made of the 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. McKinley thought it was an injurious and improper tax and no duty was imposed on hides until Mr. McKinley's 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, so they thought that it might be best to leave it 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 middle men in other words by the great packers like Armour and others. The cattle are all bought at so much a pound as they stand, and while the duty makes the hide worth probably twenty-five to fifty cents more, no addition to the price of the animal is made on this account by the packer. After the animal has been slaughtered the hide is sold as a by-product, and the packer then gets the benefit of the duty.

"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, hides are sold by the packers at about 40 per cent. advance per pound.

How the Tax Works.

"It was shown very clearly how this tax works. There is a tax of 15 per cent. on cow hides. As a result a cow hide which sells in Canada for instance at 19 cents a pound sells here at 21 cents a pound. In a man's shoe, especially the heavier and cheaper qualities, retelling say at \$2 per pair, makes a difference of from four to five cents in the cost of the shoe. All agreed that five cents a pair was fully up to the average of the manufacturers' profit. On the cheaper grades of shoes this tax would eat up the entire profit. To escape this result, a cheaper grade of leather is used, especially in the soles, and the man who buys a \$2 shoe does not get as good a shoe as he used to. It seems to be an established trade custom that the price of shoes never 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 shoe gets a poorer shoe than he did and will continue to get a poorer shoe until he is forced to pay a considerably higher price, and the man who

WILLING TO AID IN BOOMING CITY

COMMERCIAL TRAVELERS
READY TO DO SHARE.

Representative Perkins, who presented Committee to President Roosevelt, tells how duty affects Workingman—Congress Remedy

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 Chamber of Commerce proposition to acquire local traveling men with Rochester manufacturers, 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 Chamber of Commerce representatives next Saturday to obtain a mutual understanding of the details of the plan, Saturday being chosen as the only day the travelers have on 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 all industries will soon be made, that the men on the road may have all manner of facts upon their sleeves ready to spring on the chance acquaintance either in the burning sands of the great desert or along the slippery asphalt of Eastern cities. The scheme is meeting with widest favor.

The chairman of the Executive Committee of the Chamber of Commerce is N. W. Naughton. Other members are: President Foster, Vice-President M. H. Lincoln, Secretary A. J. Alcott, Treasurer J. W. Taylor, Norman Levenson, C. M. Cumming, Phil Schneider and Daniel Fleming.

"We're heartily in accord with the plan," said President Foster to a reporter last night, "for it is certainly of benefit to us to further the interests of this Flower City as it is to the Chamber of Commerce and the manufacturers of the city. As a matter of fact, we've indirectly been doing this very thing, though perhaps on a small scale, as long as there have been commercial travelers going out into other cities. We intend to keep up the practice of lending a helping hand wherever and whenever possible."

These sentiments were echoed by several of the officers of the organization. The value of the local association of knights of the grip as a factor in advertising the city's industries is of large proportions. In this connection it is a noteworthy fact that thirty men were elected to membership in the order last night, the largest number ever admitted at a single meeting.

There are now 632 members of the Rochester Commercial Travelers' Mutual Benefit Association. It is the largest organization of its kind on the continent. That figure denotes an increase of forty-two members within a little more than a month, this number having been taken in since the holding of the annual convention on October 7th.

An annual banquet, held the first Saturday in February, is a feature of the association. At the next meeting the Entertainment Committee expects to report the place selected for the affair. Last year the banqueters held forth at the Europa Club.

America's Industries

The city of Rochester, as it is seen by the Rochester people, is a handsome, progressive and interesting town. The Rochester Chamber of Commerce is sending out a heavy volume of standard magazine size telling the story of the city as it now is with a description of the different important business activities, as well as handsome illustrations and an entertaining description of the town as a place of residence. The book contains a list of the members of the Chamber of Commerce and one of its most valued features is a large volume of well gotten-up advertising. The cover is an illustration of the falls of the Genesee river.

Rochester Chamber of Commerce

DEAR SIR:

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, met 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 organization be made.

The names of the committee as chosen, follows:

Alram Adler	William F. Balkam	J. J. Bausch
Simon Adler	William C. Barry	Charles P. Barry
Hobart F. Atkinson	William C. Barry	C. H. Babcock
H. F. Atwood	Henry C. Brewster	H. L. Brewster
Joseph T. Alling	Dr. William M. Brown	J. E. Booth
L. M. Ambrose	Edward Bausch	Henry Barnard
Joseph Anstice	Dr. J. A. Biegler	R. A. Badger
Levi Adler	E. Frank Brewster	
George Archer	Harold P. Browster	
C. E. Angle	George C. Buell	
John F. Alden	Hon. George A. Benton	Dr. James W. Casey
		Dr. Robert S. Cook
		Dr. William L. Conklin

Times A Chance to Boom Rochester.

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 child for any city not to take advantage of them.

Now is 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 let 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 gained for the city in the completion of this end of the waterway.

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 that industry.

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 opportunity, as it is considered by many, that has been forced on us?

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 than any other city in the state, except Buffalo and New York. Mayor Cutler wisely obtained the best expert opinion in the country on this point. After careful investigation Engineer Cooley recommended the Genesee River as a harbor. The state surveyors who have surveyed the route around Rochester have, apparently, made no provision for a harbor, and there is evidence that the state officials are waiting for Rochester to act and show its desires.

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.

Joseph A. Crane	Frank Hamilton	Erickson Perkins
Hon. James G. Cutler	A. T. Hagen	Edward W. Ford
Joseph T. Cunningham	George A. Hollister	Dr. Charles E. Rider
B. E. Chase	Dr. John D. Rose	Dr. Lewis Rose
C. F. Carroll	W. A. Hubbard, Jr.	Clinton Rogers
Edgar S. Curtice	R. A. Hubbard	Rush Rivers
P. V. Crittenden	James Johnson	George F. Roth
T. F. Crittenden	Mathias Konball	H. W. Sloan
	R. C. Kates	Henry Strong
	Harold C. Kimball	Louis N. Stein
	J. H. Kott	M. B. Shantz
	Rev. Max Landsberg	Hiram W. Sibley
	Professor S. A. Lattimore	Rufus A. Sibley
	Dr. David Little	Simon Stern
	Charles Little	V. Moreau Smith
	A. M. Lindsay	Dr. Charles Sumner
	Clarence V. Lodge	W. H. Sanson
	Henry Lomb	Eugene Satterlee
	Carl F. Lomb	
	Right Rev. B. J. McQuaid	A. J. Towsion
	William Miller	Rev. W. R. Taylor
	Dr. E. W. Mulligan	Frank Taylor
	Daniel B. Murphy	Clarence D. Van Zandt
	E. G. Miner, Jr.	Peter A. Vay
	Albert O. Fenn	Eugene Van Voorhis
	Nathaniel Foote	Albrecht Vogt
	James Fee	Samuel B. Williams
	Joseph Michaels	James S. Watson
	John E. Morey	Ernest R. Willard
	Thomas J. Neville	Lansing G. Wetmore
	James M. E. O'Grady	George Wilder
	George J. Oakes	Charles M. Williams
	Joseph O'Connor	Valentine F. Whitmore
	Charles F. Pond	John C. Woodbury
	W. W. Powers	Phillip Yawson
	P. Purcell	Dr. F. W. Zimmerman
	J. C. Powers	

A 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.

John M. Ives
Secretary

Rochester, N. Y., Nov. 20, 1903.

COMMITTEE ORGANIZED.

Moore Monument Committee Put on Working Basis—Officers Elected.

Revised 11-23-03

The Moore Monument Committee, consisting of about 130 members, and so large as to be unwieldy, met yesterday afternoon in the Chamber of Commerce to organize and put things on a working basis. Louis P. Ross presided at the meeting as chairman and suggested as the necessary business the adoption of a more distinctive name than the Moore Monument Committee. Acting upon the suggestion and after some consideration, "The Dr. Moore Civic Memorial Association" was adopted as a title. Officers were then elected as follows: President, T. B. Dunn; vice president, W. S. Ely; treasurer, J. H. Gregory; secretary, John M. Ives.

It was decided that three committees be 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 connection with the work.

It was further decided that 25 men be selected from the 130 to act as a sort of executive committee to select the officers. This last committee will be selected at the next meeting of the officers.

ASSOCIATION FORMED

FOR MOORE MEMORIAL

Revised 11-23-03

Old Committee Reorganized and Committees on Type of Memorial and Finance Will be Named.

A meeting of the committee that is planning to erect some permanent testimonial to the late Dr. Edward Mott Moore was held yesterday afternoon in the Chamber of Commerce. The committee was reorganized and a permanent organization was organized under the name of the Dr. Moore Civic Memorial Association. The movement was started by the Chamber of Commerce last December, when its president, Thomas B. Dunn, was moved to represent the Chamber of Commerce with other organizations with which Dr. Moore had been prominently connected for the purpose of devising a plan whereby the object sought could be best attained.

The original committee was composed of the following: Thomas B. Dunn, representing the Chamber of Commerce; Lewis P. Ross, University of Rochester; Alexander B. Lamberton, Park Board; Dr. Thomas A. O'Hare, Monroe County Medical Society; Charles P. Ford, Rochester Historical Society; John H. Gregory, Infants Summer Hospital.

effectuated with the following officers: President, Thomas B. Dunn; vice president, Dr. William S. Ely; treasurer, John H. Gregory; secretary, John M. Ives. These officers will name three committees, one on press and literature, one on form of memorial and one on finance. A general Executive Committee of twenty-five members will also be selected from the entire membership of the association. The meeting was adjourned subject to the call of the chairman.

COMMUNICATION.

Burning "Buckwheat" Coal.

To The Editor of The Herald:
While stopping recently at the Breslin 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 (\$2.00 a ton delivered) is but little more than soft coal, he strongly advises 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 the city, are hundreds of low pressure boilers whose chimneys are emitting more or less dense smoke through the streets. 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 establishments get smokers and other smoke consuming devices installed, as I believe they will during the winter and spring, our beautiful city will again be comparatively free from smoke.

CLINTON ROGERS.
Rochester, November 23, 1903.

ROCHESTER DEMOCRAT

Plan to Turn Conversational Gift of Travelers to Account

Make Them Acquainted With Manufactures of City,
That They May Talk Knowledgeably of Them.

A plan by which it is believed Rochester's manufacturers may be widely advertised is being considered by the Chamber of Commerce and the Rochester Commercial Travelers' Mutual Benefit Association and to carry it out now requires only the co-operation of the manufacturers of the city. Committees of the two organizations will hold a meeting on Saturday, before that time they hope the manufacturers will indicate how they regard the proposition.

In brief, the plan is that the commercial travelers of the city be made familiar with Rochester's industries by going on inspections throughout the factories so that they may be able to tell their customers wherever they go how considerable they are, what equipment and natural advantages they have, what development may be expected in them and why buyers will find it to their profit to get the goods here.

The Commercial Travelers' Mutual Benefit Association has a large membership, and the value of the membership as an advertising medium is, of course, by no 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 Commerce and the association that their report 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 Manufacturers and Promotion of Trade Committee of the Chamber of Commerce.

"Rochester has many industries that it 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 they 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 through the factories and having seen what is being done. If they had inspected the plants they would have a sort of personal 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 business 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 would 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 Chamber 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 Colonial hall, December 14th. Mr. Rogers is in New York on business connected with the chamber and he had a personal interview with Mr. Low.

With Mr. Low and Governor Cummins, of Iowa, on the tourist list, Mr. Ives expects the annual banquet of the chamber to be very successful. Applications have already been received for tickets, all of which will not be issued for several weeks. Mr. Ives has several attractive features for the dinner up his sleeve, among which probably will be a novel souvenir.

BREWERS IN SPECIAL SESSION

Daily Times Herald Nov 18, 1903
Members of State Association 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 Brewers' Association to the number of 100 convened at the Chamber of Commerce this afternoon in special session to consider abuses alleged to exist in the trade and to take measures to correct the abuses. In a short time the members transacted much important business and adjourned. There were present from New York thirty-seven brewers, and 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 at the forty-fifth convention of the United States Brewers' Association last June at Atlantic City. These resolutions were not opposed by the members in any respect. They favor the continuance of the policy of not permitting the brewing of beer and ales, that they denounce the representations made against the products of the business; declare that the products should be classed as pure food; ask that the business be given consideration commensurate 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 intemperance should be discouraged; that all places of unlawful and disorderly character should be denounced, and that the brewers use their best efforts to secure beneficial legislation.

Another resolution which was brought before the brewers was that favoring the passage of laws designed to establish uniform standards of purity for all articles of food and drink. This is favored heartily by the brewers.

Other resolutions regarding the excise laws and their enforcement were also brought up for consideration and reforms suggested. 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 request of the requisite number of members for the consideration of the special business awaiting the association.

The officers are: President, William Foster, New York; first vice-president, John L. Schwartz, Buffalo; second vice-president, Jacob Ruppert, New York; third vice-president, John Bradley, Rochester; treasurer, R. J. Schaefer, New York; acting secretary, C. J. Warner, New York.

Historic Scrapbooks Collection

BUCKWHEAT COAL AND SMOKE EVIL

Clinton Rogers Tells of the Experience of a Prominent New York Hotel Man.

Oct 24, 1905

"While stopping recently at the Breston Hotel in New York," said President Clinton Rogers of the Chamber of Commerce, today, "I asked George T. Stockham, vice president and manager of the hotel, what coal he used for heating and lighting. He said 'Buckwheat coal.' 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 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 the city are hundreds of low pressure boilers 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 establishments get stokers and other smoke consuming devices installed, as I believe they will during the winter and spring, our beautiful city will again be comparatively 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.

By looking over the atmosphere of Rochester there is little apparent evidence that manufacturers are making any great efforts to comply with the anti-smoke ordinance, which was passed last summer and takes effect early next year. There is still heavily charged with soft coal smoke. The method of using buckwheat coal in some large New York institutions, as described by President Clinton Rogers of the Chamber of Commerce in yesterday's EVENING TIMES, affords a way out of the difficulty. Manufacturers will have to burn buckwheat, buy a smoke consuming 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 buckwheat coal or a stoker. He thinks that the saving with the use of buckwheat coal would be about as much as though a stoker were used.

TO SAVE ANNOYANCE.

"I was advised," said Mr. Rogers, "that manufacturers now using soft coal make a change, as a matter of fact, with the smoke nuisance before the ordinance goes into effect. It will save 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 the change to a different set of grates. There is need of a greater pride that shall move the manufacturers and other business men to take hold of the smoke nuisance and eliminate it. If a smoke consumer is adopted it can only be expected that 75 per cent. of the smoke of soft coal will be prevented from escaping into the air; if hard coal or the buckwheat is used practically all will be saved from the atmosphere."

A SUCCESSFUL CONSUMER. There are smoke consumers in the city that work satisfactorily and others that do not. The same is true of automatic stokers. Perhaps the most successful stoker is that used by the Praxair Company at Lincoln Park. This was installed by the company when it removed here from Detroit and because it reduced the expense of running the boilers. It permits the use of

coal dust, of which there are many at the Pennsylvania collars. This is cheap, as there is little or no charge for it. There are many large concerns in the center of this city, also some churches, that are using soft coal and filling the air with its foul effects. Times

Buckwheat Coal.

President Rogers of the Chamber of Commerce 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 impairment of the health of the people shall be decreased.

There seems to be no good reason why Rochester manufacturers should wait 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 establishments 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 smoke." A consummation devoutly to be wished! Post-Express Nov.

DINNER COMMITTEE IS CHOSEN.

Final preparations for the annual banquet of the Chamber of Commerce have been entrusted to the following committee which was announced by Secretary John M. Ives this morning: J. George Kaehler, chairman; Harold C. Kimball, William C. Barry, Jr., John I. White, Henry G. Strong, Philip W. Smith, C. W. Weiss, John C. Rodenbeck, Albert R. Helmer, Henry P. Marks, Winfred J. Smith, John M. Ives. This committee will select the caterer and appoint waiters to attend to the decoration of the dining hall and tables, and receive the guests. From the present indications the dinner on December 14th will be largely attended.

William H. Page, Jr., a New York lawyer, secretary for Thomas F. Ryan, principal stockholder in the Equitable Life Insurance 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 for W. C. Whitney, secretary of war under 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 Hall on the evening of December 14th: J. George Kaehler, chairman; Harold C. Kimball, William C. Barry, Jr., John I. White, Henry G. Strong, Philip W. Smith, C. W. Weiss, John C. Rodenbeck, Albert R. Helmer, Henry P. Marks, Winfred J. Smith and John M. Ives. The decorations for this year will once more be in charge of Winfred J. Smith, but just what the decorations will consist of has not been decided yet.

A telegram received by Secretary Ives announced the acceptance of William H. Page, Jr., of New York, of the invitation extended to him to be one of the speakers at the dinner. The list is now complete and as it stands is a strong one containing the following names: Governor Cummins of Iowa, Seth Lows of New York, Martin W. Littleton of Brooklyn and William H. Page, Jr., of New York. The topics on which these men will speak have not yet been announced yet. The last speaker, Mr. Page, has come into some local prominence lately through his connection with the United States Independent Telephone Co., of which he is one of the general counsel.

Union-Advertiser

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 following names: J. George Kaehler, chairman; Harold C. Kimball, William C. Barry, Jr., John I. White, Henry G. Strong, Philip W. Smith, C. W. Weiss, John C. Rodenbeck, Albert R. Helmer, Henry P. Marks, Winfred J. Smith and John M. Ives. D. & C. Nov. 29

The following new members were elected: Walter F. Webb, of the First National Bank; Edward C. Bickford, of the Chamber of Commerce building; Faine Drug Company, No. 24 Main street east; Rochester German Publishing Company, publishers of the Abendpost. 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 is said to be a remarkable knowledge of the subject he is to present. At the close of the lecture luncheon will be served.

WILL NOMINATE 1906 OFFICERS

CHAMBER OF COMMERCE COMMITTEE NAMED

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, in the chair, announced the members of the Nominating Committee, who are to present the nominations for president, first, second and third vice-presidents and eight trustees to serve 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 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 Nominating Committee named yesterday is as follows: David Hoyt, Charles M. Everest, F. A. Brownell, William H. Briggs, Cassius C. Davy, C. T. Ham and R. A. A.

It was decided by the trustees to offer prizes of \$50, \$25 and \$10 for the three best articles on Rochester, the best of which will be the winner. The articles will be published in the Chamber of Commerce Bulletin. The particulars 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 consisted of a picture of the Genesee Falls with the railroad 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 formal action for the purchase of the buttons was taken.

Scheme to Advertise Rochester.

It was announced that the Rochester Commercial Travelers' Association was interested in the button idea and was willing to further it. Next Saturday the travelers intend to visit the Curtice Brothers' Preserving Company factory and the Yawman & 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.

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 telephone companies. He said that to send a message from Towanda to Rochester cost 40 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 Fox and Wadsworth Telephone Company, through its representative, R. B. Respass, asking that the Chamber of Commerce investigate the concern with a view to inducing a proposition to establish a wireless station in Rochester. J. George Kaehler, Henry C. Brewster and James S. Graham were named as such a committee.

Syracuse Abandons Project.

A communication was received from D. McCarthy, president of the Chamber of Commerce of Syracuse, in which he announced that the plan for a state organization of chambers of commerce and boards of trade, for the purpose of having a representative at Albany to watch legislation in the interests of the cities of the state, had been abandoned for the present. The Rochester chamber, at the request of the Syracuse organization, had named Secretary Ives to attend such a convention, with instructions to announce that if a majority of the organizations in the state favored it. Only a few cities responded to the call, and it was decided to abandon the project.

Mr. McCarthy said 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 in the Chamber of Commerce hall.

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WOMAN HAS INTRODUCED NEW INDUSTRY.

MR. IVES HEARS ABOUT IT

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 Tietzel lives?" asked an elaborately dressed woman of Secretary John M. Ives, of the Chamber of Commerce, yesterday afternoon. She had been lifted to the second floor of the building, but she was breathing rapidly. Her errand seemed to be urgent. "Miss Tietzel, Miss Tietzel," repeated the secretary. "No, I don't think I know. 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 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 it is—"

"I'm moved here?" the secretary asked. "No, she's all alone; she's in—business here—a new calling, you know. And she is fine; she's a help to over-burdened mothers! Why, my neighbor, Mrs. Wattle's—"

"Well, now," the secretary interrupted, breaking into what he feared might be a too prolonged eulogium of Miss Tietzel, "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. Oh, it's so beautiful! 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. I am so disappointed!"

"Madam," said the secretary, "if you'll tell me something of the nature of Miss Tietzel'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 shall call them babies, though Franklin will be 12 years old next month—are at home part of three afternoons and all evenings every week, and—my dear 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—misunderstanding, he said: 'Martha, if you can't teach those youngsters—my husband is a little harsher to play peacefully, get somebody to do it for you.' And I thought of Miss Tietzel 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 Henry 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 cooking lessons and social club—entertaining her little friends and being entertained by our children and those in their get-togethers were about thirty of them—had a ball last 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 secretary, emphatically. "And does Miss Tietzel make a business of teaching the children how to play together?" he asked.

"That's one of her branches," was the reply. "Now she has other activities, too. I think she has a nursery school, or something of the kind. Mrs. Wattle's finally had a conference with Miss Tietzel, and she said he would have to be spoken to often—quite often. I think she was right, too. And so Miss Tietzel gave him treatment twice a week—he's going on in 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 mouth—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, and which were of a purely domestic variety.

"Sparks 'em?" gasped the secretary, having somewhat recovered himself. "Oh, yes! and she does it beautifully. She is so strong and firm, and the children respect her so. John thinks Franklin and Bliss should have treatments, but I can't bear the thought of my sweet boys suffering. Corporal punishment has never been employed in our home. My Ednah

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has never needed so much as a reproving word. I wish as much might be said of the neighbors' children. My! I was amazed when one of them pushed Ednah on our piazza yesterday. She came right to me, as she always does, the dear little one; and I sent a note to Mrs. Rice, asking her to keep her children at home in the future."

"And Miss Tietzel, has she any other—branches?" inquired the secretary.

More Than a Mere Spanker.

"She's the most resourceful woman of whom I know," was the enthusiastic reply. "I know I shall employ her after 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 time to teach him how to take his food. There was Mrs. Governor'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 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, to 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 dearest interests."

"Can't help it," the secretary replied, laconically. "But here I have been talking when I should have been trying to find Miss Tietzel. Dear me! I am so wrapped up in my children that when I begin to talk of them I never know when to stop. And you really don't know where Miss Tietzel lives? Yes, I'm sorry, too. I thought I had her address. Mrs. Wattle gave it to me, but I have forgotten it. You see, I have her telephone number, but her phone is 'H' and mine's a Rochester."

"There are both 'phones at my service," the secretary offered. "Guess you can get her street number if you call her up."

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 a 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 been selected as toastmaster for the annual dinner of the Chamber of Commerce which will be held on the evening of December 14th at Colonial Hall. At the regular meeting of the corporation next Monday night Mr. Charles William Burrows, president of the Burrows Brothers Company of Cleveland and a prominent member of the Chamber of Commerce of that city, will address the members on "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 a large attendance.

The trustees have decided to accept an offer made by J. E. Mook to furnish the chamber with a large album containing the individual pictures of all the members of the Chamber of Commerce. The album is to be leather bound and about 18 by 24 inches. There will be about six or eight pictures on a page and each picture will be about 5 by 7 inches. It is expected that it will be fully a year before the album is ready, but it will be of considerable value when finished. Union-Advertiser

The Rochester Chamber of Commerce has hit upon a plan to utilize the conventional gifts of Rochester commercial travelers to advertise the industrial and other advantages of that city. The traveling men are to be thoroughly posted concerning all the important industries of the city and to be supplied with facts which they can use in "talking up" Rochester on their trips about the country. The idea is a good one. The Utica Chamber of Commerce should copy it. here—Union Press. Times-Rec. 1

TOASTS FOR THE DINNER.

Governor Cummins and Mr. Page Announce Their Topics.

About one third of the 200 tickets for the Chamber of Commerce dinner in 1906, Mr. Martin W. Littleton, president of the Borough of Manhattan for the last four years, and William H. Page, Jr., of New York City, one of the leading figures at the American bar and a speaker of national prominence.

Owing to pressure of other business J. George Kaehler has had to resign his name as chairman of the dinner committee and yesterday William C. Barry, Jr., was named in his stead. The name of Joseph H. Hutchings was added to the list of trustees, which is now composed of Messrs. W. Barry, Jr., C. W. Weiss, Harold C. Kimball, Julius I. White, Henry G. Strong, Philip W. Smith, C. W. Weiss, John C. Rodenbeck, Albert R. Helmer, Henry P. Marks, Winfred J. Smith, J. M. Ives and Joseph H. Hutchings.

Governor Albert B. Cummins of Iowa writes to Secretary Ives that his topic will be Protection and Revision of the War with each Other. William H. Page, Jr., of New York writes that he will respond to "Commerce."

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 speaking is scheduled to begin at 8:45 o'clock and to continue not later than 10 o'clock. Hon. James Breck Perkins, Member of Congress from this district, has accepted the invitation of the dinner committee to act as toastmaster.

The speakers are to be: Hon. A. B. Cummins, Governor of Iowa, and a probable Presidential nominee in 1908; Hon. Martin W. Littleton, president of the Borough of Manhattan for the last four years; and William H. Page, Jr., of New York City, one of the leading figures at the American bar and a speaker of national prominence.

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ROCHESTER CHAMBER OF COMMERCE

The regular monthly meeting of the Corporation will take place in Assembly Hall.

Monday, Dec. 4, 1905, at 8 P. M.

On which occasion MR. CHARLES WILLIAM BURROWS, 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 Laws 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 Monday night.

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 luncheon will be served by Teall. Come, and bring a friend.

JOHN M. IVES, Secretary.

Rochester, N. Y., Dec. 1, 1905

DECEMBER 2, 1905.

INVITATIONS OUT.

Preparations About Complete for the Eighteenth Annual Dinner of Chamber of Commerce on Dec. 14.

Some three hundred invitations for the eighteenth annual dinner of the Chamber of Commerce are in this morning's mail. Secretary Ives received them from the printer last night and they were rushed off at once. The dinner is to be given in Colonial Hall on the evening of Thursday, December 14. A reception will be held at 6 o'clock and dinner will be served promptly at 6:30. The hall is to be elaborately decorated with a color scheme of red and gold, and an orchestra of 25 pieces will provide music. Following the plan inaugurated last 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 number of guests is limited to three hundred, though on some previous occasions more than four hundred guests have been seated.

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Diagrams

Historical Scrapbooks Collection

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SALESMEN TO INSPECT

Traveling Men Will Make First Visit to Rochester Industries.

Preparations for Annual Dinner to Be Completed by Committee Today.

The first delegation of traveling salesmen to visit Rochester industries will make a trip Saturday afternoon, accompanied by Secretary Ives, who will be in charge of the visit. The delegation will consist of the John M. Ives and other members of the Chamber of Commerce. The president of the Chamber of Commerce, Mr. Ives, will report at the office of Mr. Ives at 2 o'clock Saturday afternoon. The visit will be made promptly at 2:30 and the visit will include Curtis Brothers and Yawman & Co.

This movement is in execution of the suggestion made by Secretary Ives of the Chamber of Commerce, that the visiting salesmen of this city might be taken into the city and made acquainted with the men. If they were acquainted with the men, they would be able to do a better business. The visit will be made regularly every Saturday afternoon.

Preparations for the annual dinner of the Rochester Chamber of Commerce are nearly completed. The dinner committee, headed by William C. Barry, Jr., chairman, will meet at 4 o'clock this afternoon to make the final arrangements. The dinner will be held at the Colonial Hall on Thursday night, December 13, 1905. The dinner will be a grand affair, with a program of popular songs, and a variety of other features. The dinner will be a grand success, and will be a great benefit to the city.

THURSDAY, DECEMBER 7, 1905

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, to be the speakers—To Close Every

Preparations for the annual dinner of the Rochester Chamber of Commerce are nearly completed. The dinner committee, headed by William C. Barry, Jr., chairman, will meet at 4 o'clock this afternoon to make the final arrangements. The dinner will be held at the Colonial Hall on Thursday night, December 13, 1905. The dinner will be a grand affair, with a program of popular songs, and a variety of other features. The dinner will be a grand success, and will be a great benefit to the city.

The dinner will be held in Colonial Hall next Thursday night. Seats will be provided for only 300 persons. For this reason Secretary John M. Ives 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 unable to get seats. It is planned to furnish to each guest a diagram of the tables, that each person will have no difficulty in finding his own seat or in learning where any other member is to be.

At each place will be found a printed copy of several of the songs of the day. After "America" and "Auld Lang Syne," these songs will be sung by the diners in the intervals between the orchestral music and speeches. The melodies selected are "Swiss Song," "Evergreen Works But Father," "Teasing," and "Down Where the Wurzburg Flows."

Colonial Hall will be elaborately decorated and the electrical effects will be unusual. The color scheme will be green and white. The decorations will be prepared by Winifred J. Smith.

Representative James Brock Perkins will return from Washington on the day of the dinner and will serve as toastmaster. Heretofore there have been no many speakers that the annual dinners have continued till midnight or later. This year the committee has engaged, to be held on Thursday night, were almost completed at a meeting of the Dinner Committee held in the library of the chamber yesterday afternoon. The dinner is to be held in Colonial Hall, and arrangements are being made for 300 persons.

The committee decided yesterday to engage Maurice Moll's Orchestra, of twenty-five pieces, for the dinner. The orchestra will play during the banquet and also for the popular songs that are to be sung. Contracts for cigars and wines were let. Teal is to be the caterer.

A large silk manufacturing 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 large 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.

Commercial travelers of the city are to meet at the rooms of the chamber at 2

orations and will be an artistic example of the printer's handiwork.

Secretary Ives said yesterday that the annual dinner of the chamber would be a financial success. Last year the expenses exceeded the receipts by more than \$500, and it is expected there will be a deficit this year.

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EMBER 7, 1905. Post-Express

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. Ives of the Chamber of Commerce asking about conditions in this city.

Power is what the manufacturer wants. He has heard of the facilities 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:

"I want most in 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 factory in your city."

A host of many manufacturers who wish to locate in a new town is to ask for a bonus and the sale of a couple of blocks of stock. Some want site thrown in. "I don't want any site, any bonuses or anything. I got my stock to sell," writes the silk maker.

Such a rarity among capitalists of industry has impressed Mr. Ives with the desirability of such a man. An effort is being made to find a building for him. The manufacturer writes that he is coming here to sell 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 in Aqueduct street with an eye to two lots.

A surprise was experienced one day this week by D. Armstrong & Co., shoe manufacturers, Mr. Ives says, when two shoe retailers from Canada popped in the same morning and each left orders for \$5,000 worth of shoes. Among shoe men such orders are looked upon as "windfalls."

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At each place will be found a printed copy of several of the songs of the day. After "America" and "Auld Lang Syne," these songs will be sung by the diners in the intervals between the orchestral music and speeches. The melodies selected are "Swiss Song," "Evergreen Works But Father," "Teasing," and "Down Where the Wurzburg Flows."

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delight to-morrow afternoon to go on a trip to the Yawman & Co. factory. The committee will make a more intimate knowledge of Rochester's industries in going from place to place.

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HOW PRICE IS KEPT UP

Members of Milk Producers' Association See That Rochester Is Not Over-Supplied.

MEETING HELD HERE TODAY

New Officers Are Elected and Master of State Grange Urges Farmers to Unite.

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.

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 milk. The price of milk has been kept up, he said, because the city of Rochester has not been supplied with more milk than was needed.

As Treasurer, Mr. Dana reported that the association had received from dues \$155.10 and the expenditures had been \$30.51, leaving a balance on hand of \$124.59.

The following officers were elected for the ensuing year: President, C. C. Hovey of Avon; First Vice President, George Wickham of Chili; Second Vice President, B. N. King of Victor; Third Vice President, C. E. Morse of Chili; Secretary and Treasurer, William E. Dana of Avon; members of the Executive Committee for this year: H. H. Walton of Palmyra and E. P. Stillwell 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 ofodus, worthy Master of the New York State Grange, was invited to speak. He said that the organization of the milk association was a very important movement and a result of the work accomplished by the association in connection with the Grange was a better price for milk. He declared that the milk had agreed when the milk producers throughout the country should organize for mutual protection. He said that the farmers are about the last to take the step.

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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 In-
creasing Over Suicides of the Year
Preceding—Campaign on Crime

More than 100 violent deaths and thirty-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-inflicted injury increased by eight over the number of 1904.

The past year marked the return of a few less something like the nominal. The great 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 totaled up \$275,500 as compared 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 victims. Forty-three were sacrificed on the railroads, this number being augmented by six deaths as the result of electric car accidents. Fifteen persons were drowned by use of carbolic 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 poisoning, six by hanging, three by drowning, two by use of gas and seven by other means.

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 park; death by freezing.

Jan. 9—Michael Reynolds died from injuries received in report car accident.

Jan. 12—Raymond Brock, aged 19, inmate S. I. S., scalded to death in tub.

Jan. 12—George T. King killed by train near Pittsford.

Jan. 14—Robert Smith killed at Mumford by train.

Jan. 14—Luelva V. Came killed by train in Fairport.

Feb. 4—James Fife, No. 473 South avenue, found frozen to death near Lehigh Valley station.

Feb. 5—Charles Chalko, 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. 12—Thomas E. O'Reilly, No. 16 Hault place, died from injuries received in fall down elevator shaft.

Feb. 15—George Stolz died from effects of gas poisoning.

Feb. 20—Julia Finley, No. 225 Jay street, run down by runaway horse, died in hospital.

Feb. 20—F. J. Berry, No. 23 Orange street, died from burns received in fall into vat of hot water.

Feb. 28—Walter Ryan, Fairport, killed by train at Despatch.

March 2—Vernon H. Moss, aged 8, No. 9 Ham mill place, killed by cars while returning from school.

March 4—John W. Kress, aged 55, No. 231 Seio, died from fractured skull.

March 6—Thomas J. Welch, aged 40, No. 11 Elton street, killed by cars at Curry street crossing of N. Y. C.

March 13—Anthony C. Karp, aged 51, No. 21 Sculliger street, broke neck in fall from scaffold in S. S. Peter and Paul's church.

March 22—Frank Dressler, 84, No. 161 Seio street, died in hospital from exposure.

March 27—John Powers, hit by train at Clyde, died in a hospital.

April 1—Richard Grant and John Hawley killed by cars in Despatch.

April 2—Mrs. Wilhelmina Fleckenstein, No. 14 Madison street, died from effects of carbolic acid poisoning; taken for medicine.

April 6—Patrick Jordan, aged 45, died from injuries received in a fall.

April 9—Frederick Jannick, aged 65, No. 34 Henry street, broke neck in fall at his home.

April 10—Body of Antonio Fernandez, Me. died, aged 38, of Me. found in Union street subway beneath N. Y. C. tracks.

April 17—Lieutenant Theodore Fitzgerald, Jr., No. 229 Otis street, asphyxiated in State street fire.

April 20—Peter H. Roth, aged 41, No. 400 Hudson avenue, died from injuries received in collision between street car and brewery wagon.

May 5—Mrs. Carrie Bruner, No. 20 Lavin street, died from burns received in fire at her home.

E. M. HIGGINS CO.
18 Main Street West

Please furnish the following prices:

Mum's Extra Dry	\$3.50
Quart	1.75
Pennons Nature Vire Dry	3.75
Quart	2.00
Cook's Imperial	2.50
Quart	1.25
Cruze & Fils St. Julien	1.25
Quart	.75
Pondet Cognac	2.00
Quart	1.25
Grand Vie Chateau la Rose	3.00
Quart	1.50
SAUTERNES	
Ban	2.00
Quart	1.00
Bordeaux & Laca Nerveaux	1.50
Quart	.75
MOORE & SONS	
Beverly-Dale Distinct	2.00
Quart	1.25
White Rock	.40
Quart	.25
Mailboots	.40
Quart	.25

Barnard, George R. Fuller, W. D. Hale, Lapman Holtz, H. B. Graves, C. F. Garfield, S. C. Langley, P. B. McPhail, Philip Present, W. C. Morse, Clinton Rogers, L. Stone, C. W. Trotter, A. B. Warren, A. L. Thompson.

Secretary Fives read a letter from Secretary of State Elihu Root, asking that the Chamber go on record as endorsing 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 reason 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 modern language besides English be required of all in the service; that appointment to highest grades 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. Rader, J. G. Kaebler, H. B. Graves, Clinton Rogers, ex-officio, was appointed to consider the matter and to report at a trustee 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 unwieldy.

The following were elected members of the Chamber yesterday: E. W. Edwards & Son, 122 Main street east; Fish & Horton Co., 122 Main street; Christy Engraving Co., 611 Central Building; Frank A. Maxwell, 225 Dartmouth street; Fred F. Sabe, 170 South avenue.

will be represented and his words proved our nation until after the war, and the nation's honor.

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all over, six months
Perry, White
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Dec. 16—Nancy Le Martino, aged 30, 16 Watt street, died from injuries received in fall into kettle of hot water.

Dec. 22—J. W. Perry, Despatch, killed in accident at factory in which he was employed.

Dec. 25—John Howe, No. 55 Concord street, died from inhaling coal gas.

Dec. 25—Bridget Donohue, aged 54, burned to death in fire at No. 5 Concord street.

Dec. 25—Edward A. Stahlbrodt, 45 years, No. 26 Lake View park.

Dec. 25—John H. Dana, 83 years, No. 133 Broadway.

Nov. 11—Louis Polanski, aged 42, No. 10 Polaris place, killed by New York Central train near Central avenue station.

Nov. 12—Thomas Fox, aged 77, No. 2 Meyer place, died from shock produced by fall into canal.

Nov. 13—Caspar Berk, aged 28, smothered in mud in backyard at No. 64 Glenale park while in a tub.

Nov. 15—Vincenzo Parretti, aged 43, No. 116 Frankfort street, died from injuries received in fall of pile of bricks near which he was working.

Nov. 19—F. J. Wirth, aged 21, No. 193 Ontario street, accidentally shot at lake side.

Nov. 20—Emil Schroeder, aged 20, died in hospital from injuries received by being struck by a street car.

Nov. 22—Mrs. Mary Knapp, No. 277 Smith street, fatally burned in fire at her home.

Nov. 30—Charles Hayes, aged 75, No. 27 Rovers street, killed by New York Central train at Saxton street.

Dec. 8—Pascual Salento, aged 40, asphyxiated by coal gas at North Union and Wagon streets.

Dec. 8—Donato Ivano, aged 18, asphyxiated by coal gas at North Union and Wagon streets.

Dec. 9—William Poland, aged 40, Despatch, killed by New York Central train at Despatch.

Dec. 11—Lawrence Nelligan, aged 28, No. 80 North Goodman street, killed by New York Central train at Brookport.

Dec. 13—David Waterman, aged 60, No. 19 Line street, received fatal injuries while saving an aged woman from death beneath wheels of fast New York Central train.

Dec. 15—Mrs. William Morar, aged 75, Child Center, burned in fire at her home.

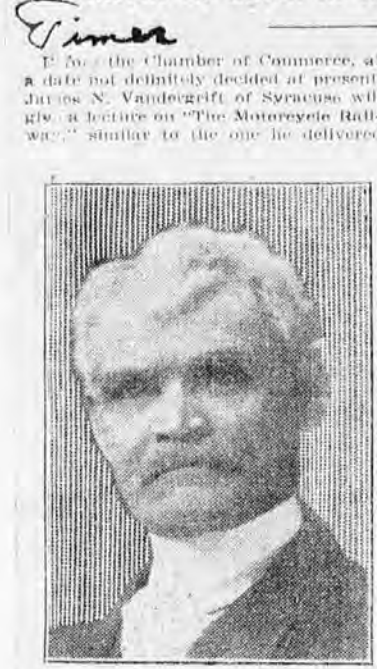
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Historic Scrapbooks Collection

THE GAVIN RAIL IS LOCAL INVENTION

James N. Vandergrift of Syracuse, who Will Lecture Before Chamber of Commerce Seeks Aid of Patrick E. Gavin in Rapid Transit Experiments.



PATRICK E. GAVIN.

Before the Technology Club of Syracuse a few weeks ago.

Mr. Vandergrift has invented a car 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 the account of the concentration of weight over the two wheels which will lessen the sidewise oscillation and develop more traction and speed than is possible in any other form of vehicle.

Additional interest attends Mr. Vandergrift's lecture owing to the fact that he has recently opened negotiations with Patrick E. Gavin of Rochester for the use of the Gavin rail in the city, proceeding speed test for the motor-cycle car, being arranged by the Westinghouse people and which will take place on a track fifteen miles in length built for the purpose. One of the requirements for perfecting the motor-cycle car is a durable supporting rail. This is what Mr. Vandergrift is to consider the Gavin rail, which he says is the best he has ever seen.

Mr. Gavin, the inventor, has been in charge of railroad construction for the past 15 years and his invention is the result of much practical experience. The job of the rail, which is Mr. Gavin's invention, viewed from the top looks a good deal like a distorted letter Z. It is in technical parlance called a "sawed joint" with a job at right angles to the rail. It differs from the Lehigh Valley rail in having the job. The Lehigh rail gives the wheel a continuous tread, but the Gavin rail on both rails equally at all times. This eliminates the bumping and the wearing of the ends of the rails which is characteristic of the straight joint rail. It is also claimed that the Gavin rail doubles the life of the rail.

It is now a demonstrated scientific truth that the repeated impact of the wheels on the end of a heavy steel rail has the effect of changing the molecular structure of the steel composing the rails, with all that this may imply.

While it is not desirable to go deeply into the technical details of this invention, it may be made clear by a simple illustration. If a permanent steel bar magnet be repeatedly and even lightly subjected to end impact, it will soon be found that the bar has lost its magnetic quality. This simply means that the molecular structure of the bar has been materially changed. Broadly speaking, this is the same as the most serious effects produced in a heavy steel rail by repeated end impact under conditions produced by imperfect alignment of the joints.

Looking for the moment the more obvious effects of a mechanical injury inflicted at the end of the rail by imperfect alignment of the joints, it is worthy of consideration whether this repeated and progressive change of the molecular structure of the rail is not accountable to a degree, for the letting go of steel rails under circumstances which have been regarded as mysterious.

GAVIN RAIL STANDS TEST.

In adopting the Gavin rail, Mr. Vandergrift is by no means making an experiment. In this city five or six of the rails have been in use between King Street and Greenwich Street, on the B. R. & P. tracks for the past two years. They have worn better than

the ordinary rails and the noise of traffic has been considerably lessened. On the Liverpool elevated in New York City, the rails are in use at 60th and 61st Street, where six-car trains pass every two minutes. The pounding of the wheels on the rails is noticeably less than formerly and the rails are in 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 tear on the rolling stock, as the flanges on the wheels are less liable to injury from catching on the rail and do not wear out as fast as on the ordinary track.

Chief Engineer Pomeroy of the Interborough Elevated recently said that the Gavin rails, which were cut out from square-end rails, made the best joint he had ever seen. Roadmaster Rats expressed the same opinion and also called attention to the diminution of noise, due to the absence of obstruction to the wheels from the imperfect joint of the square-end rails.

Chief Engineer Pomeroy of the Interborough Elevated has rejected square-end rails and is negotiating for Gavin rails in their place.

ENGLISH RIGHTS LEARNED.

In the two tests to which the Gavin rail has been subjected it has proved equal to the highest expectations. On the elevated road it has stood the test of frequency and on the B. R. & P. in this city, the test of heavy tonnage.

Negotiations are now under way for supplying the Chicago elevated roads with the new rail.

The rights of the Gavin rail for England have been leased to Herbert Samuel, M. P., who represents the steel manufacturers of Sheffield, England. Canadian capitalists are also making it over.

Among the Rochester men who endorse the Gavin rail are George E. Merriam and John McGarvey, division superintendent of the B. R. & P.

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go is rapidly becoming a smokeless city. "New York city hasn't much need of a smoke ordinance," continued Mr. Huyette. "It is close communication with the anthracite mines makes it cheaper to burn anthracite coal there than bituminous coal. New York probably suffers less from the smoke nuisance than any city in the country."

Mr. Huyette says that power is not as cheap in Rochester as it ought to be considering 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 some assumption almost wholly from the standpoint of dollars and cents.

ROCHESTER CHAMBER OF COMMERCE.

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 KALBER

For 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. McPhail
William S. Morse
Philip Present
Clinton Rogers
L. L. Stone
C. W. Trotter
A. L. Thompson
A. B. Warren

For Trustees to Fill Vacancies

Joseph Mandery
William T. Plumb
W. H. H. Rogers
G. Schminke
R. J. Strassenburgh
William H. Way

MAY COST CITY DEAR
Jan. 9, 1906
Courts Pass on Question of Bridge Inadequacy to Pass Floods.

Syracuse Compelled to Pay Big Damages For Destruction to Property—Main Street Bridge Good Example—City Warned in 1865.

The outcome of a recent case in Syracuse, resulting in the city being held in heavy damages for destruction to property caused by flood, is taken by Secretary John M. Ives of the Chamber of Commerce, to indicate that if a flood approaching the severity of that of 1865, were to occur in the Genesee river, the city would probably be held responsible for the damages sustained, which might easily amount to a million dollars. The matter was discussed at length by Mr. Ives in his report to the annual meeting of the chamber corporation last night.

Mr. Ives points out that both the state flood commission of 1865 and the Common Council's river committee, appointed in the same year, called attention to the inadequacy of the several city bridges. Especially of Main Street bridge, to the maximum flood. In this connection the fact is brought out that the city of Syracuse would not have been responsible in the case just decided in Chicago have paid as high as \$500 in fines. The good effect of the law is very apparent, Mr. Huyette says, and Chicago

ondaga creek as a common sewer, but, 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 evidence that while the normal cross-section of the stream was 725 square feet, the average sectional opening at the bridges was 532 square feet and two bridges were only 435 square feet. The result of this and a number of other obstructions, 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 causing a destructive overflow.

Continuing, Mr. Ives says: "In the Rochester case, the common council of the city would be for the construction of a permanent bridge which is inadequate to do the service required of it and the drastic report of the state commission of 1865 as well as that of the river committee, would constitute due warning of such inadequacy. Since the tendency of the courts is to make people responsible for their designs, the city would be held liable for damages accruing."

The common council's river committee, including D. C. Hyde, W. H. Gossline, Andrew Crane, B. W. Powers and Henry 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 sweeping in its written criticism, the facts stated as to the height of water on the north and south sides of that bridge are quite as decisive as to the consequences. At the height of the flood of 1865, the water stood 3.14 feet higher on the south side of Main Street bridge than on the north side. (Post Express)

ROCHESTER CHAMBER OF COMMERCE.

The Eighteenth Annual meeting of the Corporation will be held

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 presented.

Luncheon will be served followed by a Smoker.

JOHN M. IVES, Secretary.

Rochester, N. Y., Jan. 6, 1906.

Chamber of Commerce Needs All Business Men in Its Ranks.

Jan. 9, Post Express 1906

Secretary Ives Urges Co-operation in Effort to Place City on a Truly Metropolitan Plane—Time More Propitious Than Ever Before.

Everyone who had anything to say at the annual meeting of the Chamber of Commerce corporation last night was optimistic regarding the future of the city, predicting greater things for Rochester 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 president, Clinton Rogers, and the new president, Robert A. Badger. Luncheon was served and a photograph was taken of those present.

Mr. Rogers made a strong plea for increased membership and brought out, strongly, the beneficial character of the

annual report of John M. Ives, secretary of the Chamber of Commerce, is a document that will read with pleasure and pride by our citizens.

It exhibits in a striking manner the remarkable 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 \$178,000,000, or twenty-seven millions of dollars more than in the previous year. Take the resources of our banks. The total at the close of the year was \$135,283,688, an increase of nearly \$10,000,000—an extraordinary gain for twelve months, exceeding a million dollars a month. The postal receipts were \$718,572, ranking Rochester twenty-second on the list of American cities. The total cost of the electric railroads in the city is eleven millions; last year the gross earnings were \$1,726,073. The last report of the Rochester company to the state railroad commission showed expenditures of \$375,569 in a single year for improvements, new cars costing \$285,826. Building operations during the year were on an enormous scale. Among the great structures erected on our business streets are the new banking house of the Rochester Trust company, the colossal building of the Sibley, Lindsay & Burt company, the sky-scraper addition to the German-American insurance building, the new office building of the Buffalo, Rochester & Pittsburgh railroad 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 these new business blocks, an unusually 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 during the last five years, and every important change has been in the right direction. The people are now enjoying an unprecedented degree of prosperity; not a falling 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 city will continue to grow with accelerated pace. (Post Express)

ROBERT A. BADGER, New President of the Chamber of Commerce.

work of the chamber. In this connection he said:

"It seems almost absurd that we should be compelled to seek out new members for an institution which has proved itself so beneficial to the prosperity and growth of the city. It is difficult to understand the lack of interest shown by many of our important business men, for though a man may doubt any direct benefit to himself from such an organization, he cannot doubt the necessary benefit which is conferred upon every citizen by the general growth and prosperity of his city. Where would Rochester stand today among the cities of the United States if it had not the Chamber of Commerce? It is the only organization which is recognized by any legislative body, its representatives are given consideration, their influence is felt."

In introducing the new president, Mr. Rogers said he thought he was more of an anti-smoke enthusiast than himself.

Increased Dues Advocated.

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The candidates named by the nominating committee were elected as follows: President, Robert A. Badger; first vice-

president, Michael Doyle; second vice-president, Charles F. Garfield; 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. McPhail, 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. H. Rogers, G. Schminke, R. J. Strassenburgh, William H. Way.

Make-up of Committee.

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 were passed by the corporation last night. The amendments provide for an increase in the number of permanent committees and a decrease in membership from 15 to 3 with a 3 as a quorum.

Secretary Ives in his report said that the progressive development of Rochester during the year had been so great as to attract the attention of the entire country. He then touched on the new buildings erected during the past year and the steadily increasing number of industries in the city. Mr. Ives expressed the opinion that it was one of the highest importances that Rochester cultivate the foreign markets so as not to be entirely dependent upon the domestic demand. "This is a matter that they concern the Federal government and our consuls abroad, and it is also a question as to the expediency of Rochester employing a traveling representative of our industries for the purpose of finding foreign markets for our products. At present Germany seems to be crowding out other nations from foreign fields of commerce."

Business of the banks and the part the chamber had played in getting a smoke ordinance was touched on.

Needed Public Improvement.

A lakefront park and one in the eastern part of the city were suggested as needed public improvements. More extended operation as the part of business men in putting forth organized effort to build a Greater Rochester was asked for. "Never 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 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 upon the work they have helped to achieve. But more are needed to form a strong and inviolable force that shall overcome all obstacles to Rochester's possible greatness."

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REVIEW THE CITY'S PROGRESS

Secretary Ives' Report Presented to Chamber of Commerce.

ANNUAL MEETING

Robert A. Badger Succeeds Clinton Rogers as President for Ensuing Year.

DEVELOPMENT OF CITY MAKES 1905 NOTABLE YEAR

Secretary John M. Ives' report was the feature of the eighteenth annual meeting of the Rochester Chamber of Commerce last night. It dealt with practically every phase of the city's advancement during the past year and was a most comprehensive document.

After commenting 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 order to cope with the bright outlook for the future as follows:

"Mr. Ives has already said that 1905 has been the most prosperous year in the history of Rochester. I think I must say 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 atmosphere. Not even a smoke cloud should darken our beautiful city."

Previous to the submission of the reports, the officers and trustees who were nominated some time ago were declared elected and later the new president, Robert A. Badger, addressed the members briefly, thanking them for the honor conferred upon him, which had been, unthought, and speaking of the prospect for the year. He suggested that an initiation fee of \$10 be charged, and as there are five hundred members of the chamber this would give a permanent fund of \$5,000, the income from which might be used for the benefit of the city and chamber.

After the meeting the members adjourned to the library of the chamber where a buffet lunch was served.

Secretary Ives' report was in part as follows:

It will be remembered that your secretary's last annual report had for its keynote 'achievement and success' and the attention of all who saw and heard it was directed to the fact that the city was well being and progress of all commercial centers depends upon the activities, influence and decisions of their chamber of commerce or boards of trade, and this has been strikingly verified during the year 1905 when Rochester, through the combined efforts of its officers 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 chamber to the advantages of Rochester as a manufacturing and commercial center.

"By the wisdom and sagacity of your board of trustees, the secretary has been enabled to carry out some of his plans for advertising Rochester in various parts of the state and foreign countries and the special attention of your honorable body has been again called to the ad-

vantages to be had by the publication of the Chamber of Commerce book this year 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 overstatement in any direction without widespread advertising in the most unique and attractive form of literature and illustrations, and some Chambers of Commerce periodicals devoted to the business interests of their respective cities. Your secretary is proud to state that all books sent out by the Rochester Chamber of Commerce are ranked by critics as among the best issued by similar corporate bodies.

Rochester's Development.

"The progressive developments of Rochester during the year has been as great as to attract the attention of the business centers of the entire country. Strangers coming here have been astounded at the magnitude of building operations, one of our principal thoroughfares, including the grand and imposing banking house at the Four Corners, the skyscraper German insurance addition, the new offices of the Buffalo, Rochester and Pittsburgh Railway Company, the colossal block of Sibley, Lindsay & Curr Co., the Hiram Sibley block, the complete restoration of the magnificent Granite Building and the new factories and commercial structures that have been erected in various parts of the city. The wealth and prosperity of Rochester is evidenced by the building of many garages for the accommodation of automobiles, the construction of a great public market and the completion of the new West High School.

It should be gratifying to our authorities and the citizens generally to know that the illuminating system of Rochester has attracted the notice of and won the admiration of thousands of visitors. Your secretary has been frequently told

"The gross earnings of the Rochester Railway Company for the year ending June 30 amounted to \$1,728,773. Renamed as follows: Cash fares, \$1,552,815.15; ticket fares, \$137,860.64; chartered cars, \$2,077; express, \$24,296.85; mail, \$1,624.01. The total operating expenses were \$979,721.55, 788 surplus. The profits of the year ending next June will be very much larger than the above, as the latter part of last summer showed great increase in the receipts of the company.

Union Trolley Station.

In view of this new state of affairs, the building of a new trolley station, possibly in connection with the New York Central station, will remain with the Vanderbilt-Andrews Co. solely. Much attention is being given to the new Vanderbilt-Andrews syndicate with the Niagara Power interests is natural. In view of the great demand for electricity that will follow operation of the trunk line of trolley under one system. It is reasonable to suppose that the Vanderbilt-Andrews Co. will develop the full extent and thus the long wished for plan may be an accomplished fact in the near future."

Clinton Rogers.

By tourists and others that in all their travels they have never seen a more beautiful street illumination nor cleaner streets than those to be seen nightly on East and West Main Streets. We who live here are accustomed to the brilliant lighting of our city, but to the stranger visiting our city it has a fascinating charm beyond words to express. Gentlemen, it may come high to be the cleanest and best lighted city in the Union, and as an advertising feature alone, to say nothing of the comfort and the joy of it to our inhabitants, it is worth vastly more than the outlay.

New Residences Erected.

"Never before in the history of Rochester has there been during any year so many new residences erected as during 1905. Those new residences have been built in every direction north, south, east and west and as soon as completed were occupied. They are substantial dwellings and in many instances palatial in design. The new houses in the western 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 recently vacant. And still the cry is for more houses and it is expected that during the year 1906 there will be even greater building activity than that which marked the year just closed."

The Trolley System.

The report then refers to the excellence of Rochester's water supply and the comment made upon it by visitors. It also calls attention to the vast increase in the number of industries in the city and the large trade carried on with foreign markets. The report then dwells somewhat elaborately on the new public market and then on the connection with this Secretary Ives says:

"A project is now under consideration to make Rochester a great center of distribution for the entire country. The completion of the trolley lines, some of which are far advanced, will be equivalent to the doubling of Rochester's population. Great strides have been made by the steam railroads entering our city and no greater criterion of our progress could be shown than the contemplated enlargement of the New York Central Railroad depot on Court Street, which is to be doubled in its capacity. The building of a new and handsome station by the Lehigh Valley Railroad on the south side of Court Street is another evidence of Rochester's progress

perity. The new station will be a great 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 Railway at the corner of Main Street and South Western Avenue is still another evidence of the growth and importance of Rochester.

Under New Control.

"One of the most important events in railway circles of late years is the acquisition by the Vanderbilt-Andrews syndicate of the Rochester Railway and Light Company. The purchase marks the passing of the street railway from the hands of the Clark syndicate of Philadelphia into the control of a company that operates many extensive railroad systems, both steam and electric, and buys for a permanent investment and not merely for speculation. It is the general feeling among the people of Rochester that the purchase of the local street railway system means greater improvement and growth for it than has been the case in the past. Last June the number of stockholders of the Rochester Railway Company was 20,000, of whom were residents of this state. The total amount of authorized common and preferred stock, \$6,000,000, had been issued. The dividend paid was 10 per cent. The net earnings for the year ending June 30 were \$755,350. The total cost of the 18.9 miles of electric lines in the local system amounted up to January 20, 1905, to \$10,889,928.22. The cost of improvements for the same year is itemized as follows by the Rochester Railway 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, \$268,828; right of way, \$1,000; other equipment, \$28,595; total, \$375,853.75.

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special mention of the milk stations touches upon local improvements of the city. The report then dwells upon the matter of general knowledge of the city. The report deals at length with the flood question which has been so largely discussed and also discusses the proposed large canal routes. It then gives the Rochester building report for the past year, already summarized in The Herald.

The report gives the list of members who have died during the year as follows: Schlicht, Simon C.; Currier, J. Miller; Kelly, Frederick C.; Edward A. Stahlbrodt, E. H. Scramton, Frederick P. Allen.

The report closes with an expression of appreciation for general public interest in the work of the chamber and in the aid given by the local press.

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 Kaebler; trustees for three years, Robert A. Badger, Henry C. Brewster, William H. Barry, Henry C. Brewster, George R. Fuller, H. B. Graves, Charles F. Garfield, William B. Hale, Lipman Holtz, S. C. Langslow, Percy R. McPhail, William S. Morse, Philip Warren, Clinton Rogers, L. L. Stone, C. W. Trotter, A. L. Thompson, A. B. Warren; trustees to fill vacancies, Joseph Mandery, William C. Plumb, W. H. Rogers, G. Schminke, R. J. Strassburg, William H. Wray.

CORPORATION OF CHAMBER MEETS DEMOCRAT + CHRONICLE 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 of the Chamber of Commerce corporation at the annual meeting of the chamber and its 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, introducing the new president, Robert A. Badger. Before luncheon was served after the meeting a photograph of those present was taken.

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, Charles F. Garfield; third vice-president, J. George Kaebler; trustees for three years, Robert A. Badger, Henry C. Brewster, William H. Barry, Henry C. Brewster, George R. Fuller, H. B. Graves, Charles F. Garfield, William B. Hale, Lipman Holtz, S. C. Langslow, Percy R. McPhail, William S. Morse, Philip Warren, Clinton Rogers, L. L. Stone, C. W. Trotter, A. L. Thompson, A. B. Warren; trustees to fill vacancies, Joseph Mandery, William C. Plumb, W. H. Rogers, G. Schminke, R. J. Strassburg, William H. Wray.

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 were 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 affairs, engineering, housing, sanitation, taxation, water supply, trade excursions and entertainment. The standing committees have been of eighteen members, with six of a quorum. By the amendments the committees are to be of nine members and four are to form a quorum. The Executive Committee of 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 president, and it is probable that the appointments will be confirmed at the next meeting of the Board of Trustees.

After the reading of the secretary's report, Mr. Rogers spoke. He said: "A word or two, gentlemen, that may not come amiss even after the exhaustive report which you have just heard from Mr. Ives. Though the Chamber has not accomplished all it would like, it nevertheless holds a good record for the year. The increasing efforts of Mr. Ives and his two assistants have succeeded in pulling through an amount of good work which might have seemed impossible without the means at their disposal. It is obvious that these means should be speedily increased and it is equally obvious that the one method is an increase in the membership rate."

"It seems almost absurd that we should be compelled to see 'out more members' for an institution which has prospered so beneficially to the community and growth of our city. It is difficult to understand the lack of interest shown by many of our citizens in the chamber. It is an important business men, for though it may doubt any direct benefit to him from such an organization, he cannot see the necessary benefit which is conferred upon every citizen by the general prosperity and growth of the city. Rochester stands today among the cities of the United States if it had not in the chamber of commerce? It is the only organization which is recognized by any-

body, its representatives are given consideration, their influence is felt.

Increased Support Needed.

"The opportunity is ours. We need only an increased support to make our influence a matter of general knowledge. We need seven or eight hundred members. Or, rather, every merchant, every manufacturer, every business man, every citizen. It is our business, yours and mine. He should know that we are a prosperous body, that it would be well worth while to join. The only revenue which the chamber has is the annual dues of its members."

"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

"I rather think that our new president may be even more of an anti-smoke enthusiast than I. He ought to be since the large and prosperous company of which he is representative, has so successfully installed a device which he states not only practically eliminates all smoke, but it also saves for the company from 12 1/2 to 20 per cent. of fuel per day."

"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 into the hands of one so competent and able. I predict for him a very successful year."

"This is a matter that also concerns the Federal government and our country abroad and it is also a question as to the expediency of Rochester employing a traveling representative of our industries for the purpose of selling foreign goods for our products. At present, Germany seems to be crowding out other nations from foreign fields of commerce."

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In reviewing the work of the Chamber of Commerce, Mr. Ives spoke of what it had accomplished during the year. He said, in part: "The chamber has been active in educating public opinion in regard to the smoke nuisance which prevails in Rochester. Early in the year President Rogers took a deep interest in the matter and evoked a great deal of time to investigating the subject. At his suggestion a committee to the Common Council was drawn asking for municipal action, which was signed by some 2,300 of our leading citizens. Hundreds of postal cards, on which were printed questions concerning smoke consumption, were sent out by the chamber to local manufacturers. The agitation was not without result. The city council has been met with, but finally pleasantly overcome by the passing of a joint committee resulting in the passage of an ordinance by the Common Council, July 11th, which is to take effect June 1st of the present year."

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The Mayor speaks of the investigation conducted in Rochester during the latter part of 1904 by a committee of the National Board of Fire Underwriters, and the discussion of its report by the City Engineer. Attention is called to the gratification expressed by the assistant secretary of the Underwriters' Committee in receiving the report of the City Engineer, that the city had to such a large extent anticipated or complied 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 assessed valuation of the property for the years 1904 and 1905, in the table that follows:

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The completion proceedings, in progress at the close of last year, to acquire the property needed for this reservoir, belonging to the city of Rochester, were completed early in the year and the work was carried on in accordance with the plan approved by the Board of Public Works. The work was advertised, and on July 23rd ten bids were received for its construction. The lowest bidder, at the unit prices named in the bid, which was upon the estimated quantities of work, aggregated the sum of \$175,000. Work on this reservoir is now in progress, and it is expected that the entire reservoir will be completed by January 1, 1906.

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the chamber to the vastly increasing number of industries in this city. These industries are of so diverse a nature, including 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 dependent upon home consumption for their present activity and future hopes.

Neglecting Foreign Markets.

"We are neglecting the foreign markets of the world to cater exclusively to domestic trade. The great increase of population in the United States has called for an increase of our industries to supply the demands of home consumption, and the serious question arises, will the enterprising spirit of our people lead them on to an expansion in production which our home market will be unable to digest?"

"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 for American manufacturers in foreign countries and that this Chamber of Commerce, as the representative of so great a manufacturing center, should take some steps in the matter. In certain lines of machinery, such as pumps, and working machines, and photographic and optical goods, Rochester firms enjoy a good foreign trade, but clothing, shoes, textile goods, confectionery, canned fruits and meats, dried fruit, and several other products, depend almost wholly upon the home market, and even those who enjoy some foreign trade only have about 10 per cent. of what which is possible. It is of the highest importance that Rochester should cultivate the foreign markets so as not to be entirely dependent upon the domestic demand."

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Historic Scrapbooks Collection

MAYOR'S ANNUAL MESSAGE TO COUNCIL SHOWS PROGRESS IN ALL DEPARTMENTS

Changes Productive of Lasting Benefit Inaugurated in Every Branch of the 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.

Two additional physicians appointed, also the summer medical stations were opened earlier and continued for a longer period than in any previous year. The work of this department is generally well conducted by our citizens generally. Work for tuberculosis patients is being continued in the Municipal Hospital. The closing of outside clinics has been pushed, and much has been accomplished in this line.

An ordinance to abate the smoke nuisance was passed July 1st, and gives the city engineer power to order the removal of smokestacks and chimneys, and to order the removal of buildings and structures which are a nuisance. The number of buildings and structures ordered removed was 1,704, at an estimated cost of over \$100,000. The building operations for the year will exceed in cost the year of 1904 by \$1,500,000. The year 1905 was over three and a half millions. The building operations for the year will exceed in cost the year of 1904 by \$1,500,000. The year 1905 was over three and a half millions. The building operations for the year will exceed in cost the year of 1904 by \$1,500,000. The year 1905 was over three and a half millions.

Parks for the People.

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, roads, bridges and the planting of trees and shrubbery.

In Highland park, new propagating houses and a new concrete slide have been erected. In Seneca park, the quarters for the deer and other animals have been improved, and the collection increased greatly by the purchase of new animals. In the park, the deer and other animals have been improved, and the collection increased greatly by the purchase of new animals.

The smaller parks have been improved by the planting of shrubbery and the installation of many park benches.

The appropriation of \$50,000 has been expended for general maintenance, which includes labor, salaries, purchase of all materials, maintenance of park zoo, band concerts, etc. The year 1905 was over three and a half millions. The building operations for the year will exceed in cost the year of 1904 by \$1,500,000. The year 1905 was over three and a half millions.

Street Franchise Rights.

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 secure full and valid the franchise rights of the streets of the city of Rochester.

The action of the city of Rochester against the Rochester Railway Company, involving the right of the city to charge to the railroad company its proportion of the cost of the street, has been determined by the Supreme Court, and a decision cannot be made until the next term of the court.

Work for City's Poor.

DEPARTMENT OF CHARITIES AND CORRECTIONS—It is a pleasure to state that the existing conditions among the unfortunate poor of the city, show improvement. The Commission on the Poor, which has been organized, is now making a study of the problem, and it is hoped that the results of its work will be of great benefit to the city.

The large increase in population during the past two years, and the great increase in the number of families which, in the past, were dependent, are now enjoying comfortable homes and are self-supporting.

Municipal Accounting.

The new system, designed for the city by Messrs. Price, Waterhouse & Co., and put in operation January 1, 1905, is generally giving satisfaction to the city authorities. The system has been a success, and it is hoped that the results of its work will be of great benefit to the city.

The plan of having all money paid to the City Treasurer, and all money received by the City Treasurer, is a good one, and it is hoped that the results of its work will be of great benefit to the city.

Public Market a Success.

PUBLIC MARKET—The construction of the public market, which was completed on June 1st, is a success. The market is a success, and it is hoped that the results of its work will be of great benefit to the city.

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MEETING OF TRUSTEES.

Senator Lodge's Consular Bill is read by Chamber of Commerce.

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Tax Collections.

Comprehensive figures on the tax levy of 1905, local improvement fund collections and expenditures, assessments of the city, etc., are given in the report.

The net tax for last year was \$2,102,896.84; on personal property, \$124,072.01; on real estate, \$1,978,824.83. The total tax for 1905 was \$2,226,968.68.

SMALLER COMMITTEES.

Standing Committee of Chamber of Commerce Thought To Be Too Large.

At a special meeting of the board of trustees, held on January 4, 1906, the standing committee of the Chamber of Commerce was found to be too large.

DISPOSAL OF GARBAGE.

GARBAGE REMOVAL—The City Engineer has engaged during the past year in an extensive investigation of the sanitary disposal of garbage. It was expected that the results of this investigation would be of great benefit to the city.

The results of this investigation will be of great benefit to the city. The results of this investigation will be of great benefit to the city.

POLICE IMPROVEMENTS.

Central Police Station, General repairs have been made to the drill hall to better it for its purpose, and the remainder of the building has been well maintained during the year. A contract has been let for the electric power station to be located in the city, and the work has been well advanced.

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HEALTH DEPARTMENT.

The city has been successful in its efforts to secure the best possible terms with the State authorities. The results of its work will be of great benefit to the city.

The results of its work will be of great benefit to the city. The results of its work will be of great benefit to the city.

WATER WORKS IMPROVEMENTS.

NEW PUMP AND HOLLY PUMPING.

The additional pump, for which a contract was made last year, has been installed. The pump is a success, and it is hoped that the results of its work will be of great benefit to the city.

REMOVAL OF SEWER AND WATER TRENCHES.

The removal of the sewer and water trenches, which was a success, and it is hoped that the results of its work will be of great benefit to the city.

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WEIGHTS AND MEASURES.

The scales of weights and measures, which were a success, and it is hoped that the results of its work will be of great benefit to the city.

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STREET SIGNS.

The street signs, which were a success, and it is hoped that the results of its work will be of great benefit to the city.

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ASPHALT AND OTHER STREET REPAIRS.

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VALUATION OF THE PROPERTY FOR THE YEARS 1904 AND 1905.

The valuation of the property for the years 1904 and 1905, which was a success, and it is hoped that the results of its work will be of great benefit to the city.

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LAW DEPARTMENT.

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Historic Scrapbook Collection

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Post Expires
JAN. 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—Feasibility 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 Genesee 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, considering the increased benefits it will confer upon the city taken in connection with other proposed routes.

George W. Baffler, 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 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 shippers at the public hearing given by the State Advisory board on the subject, or the East side spur along the line of the old canal feeder outlined in the barge canal law as voted on by the people. I do not think that the plan is a serious undertaking from an engineering standpoint, but it will help simplify the flood menace problem by affording ample protection up to the Court street dam, in any way protecting the state against deciding on the route if it is found to be best for canal after exhaustive investigation. All three of the proposed routes 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, and deepening of the river bed to barge canal requirements, will greatly increase the volume and rapidity of the water that comes down.

Engineer Fisher, in conversation with a Post Express reporter on Saturday, said that plans to protect the city against flood would be delayed in the interim 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 report and recommendations of the committees appointed by the mayor and the Chamber of Commerce to investigate the 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 that \$400,000 be appropriated for carrying on the construction work during the next two years. Work on contract six in South Greece, is progressing rapidly and the contractor, Messrs. Knapp, Hilly and Co., are expected to complete that a third of the construction work will be finished the first of next May.

NEW CHAMBER TRUSTEES

Will Approve Revision of By-Laws at Meeting to-morrow.

The newly chosen board of trustees of the Chamber of Commerce will hold its first meeting to-morrow afternoon at 4 o'clock. The principal business of the meeting will be the revision of the by-laws, and the approval of the proposed committee system, providing for general and smaller committees. To the present committees on legislation, manufactures and promotion of trade, public improvements, railroads and transportation, postal facilities, telegraph and insurance, statistics and publications are to be added committees on membership, engineering, taxation, water supply, trade excursions and entertainments. The committee on engineering will take up the matter of flood menace to the city in the Genesee river and endeavor to have something practical accomplished during the coming year. Following is the new board of trustees:

For one year—Charles J. Brown,

PROTEST AGAINST 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 Bur-
rower Who Gets Burden.

RECORDING TAX WOULD NOT
BE OPPOSED, IF NECESSARY

Several well known Rochester business men, members of the Rochester advisory committee of the Allied Real Estate Interests of the State of New York, met in the Chamber of Commerce yesterday afternoon for the purpose of discussing the mortgage tax law.

It is claimed that the present law simply tends to raise the rates on mortgages, 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 desire of the committee to have the law repealed and a simple recording tax passed in place of it.

William C. Barry was elected chairman of the meeting yesterday afternoon and J. T. Eddy was elected secretary. The following committee of six on permanent organization was appointed by the chair: W. Moreau Smith, George C. Buell, David Hoyt, Stephen J. Hollister, V. E. Whitmore and E. Franklin Brewster.

A committee on resolutions was also appointed as follows: Mayor James C. Cutler, Edward Harris, C. C. Day, Hiram W. Sibley and Rufus A. Sibley. The following resolution was adopted after some discussion:

The Resolution.
"The state law imposing a tax of one-half of 1 per cent on all mortgages is objectionable to the lender, because of its tendency to reduce the demand for mortgage investments, and because the law is cumbersome and expensive in its administration and operates to discourage mortgage investments."

"The benefit of the law to the lender, if any, is the exemption from all other 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."

"The law is objectionable to the borrower 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 pay the tax, its practical working is that the borrower 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 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 Mayor and the Assemblymen from Monroe County, and Hon. Arthur C. Wade, chairman of the Assembly Committee on Taxation and Retrenchment."

Officers Elected.

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 mortgage tax law, and in favor of a simple recording tax:

William N. Cogswell, Adelbert Cronise, John H. Hopkins, C. S. Lund, William B. Hall, Nelson E. Spencer, Milton E. Gibbs, H. J. Menzie, George P. Decker, Hon. George A. Carnahan, George E. Millman, Erickson Perkins, Albert O. Fenn, J. Warren Cutler, Howard L. Osgood, F. G. Parson, George M. Elwood, William Eastwood, H. A. Tarbox, H. H. Garfield, R. S. Padcock, T. S. Muleany, H. S. Brewer, H. C. Paul, A. Frank Warren, O. Park Smith, J. S. Johnson, Philo H. Emory, J. Z. Culver, C. M. Palmer, Leland V. Slaght, M. L. Hughes, George A. Lent, R. C. Barker, I. Spencer Post, E. P. Allen, D. H. Allen, W. E. Meeves and J. W. Salisbury.

Joseph T. Alling and Harvey E. Cory are against any taxation on mortgages.

FEBRUARY 1, 1906.

MORE OPPOSITION TO MORTGAGE TAX

ACTION TAKEN BY CHAMBER
OF COMMERCE.

UNANIMOUS VOTE CAST

Attendance Larger Than at Any Meeting in Last Six Years—Standing Committee Named—Soil Survey of County Wanted—New Members

The first monthly meeting in 1906 of the trustees of the Chamber of Commerce, as well as the first under the presidency of Robert A. Badger, was held yesterday afternoon at 4 o'clock in the Chamber of Commerce. The attendance was larger than at any previous meeting of the board in six or seven years; it was said after the meeting adjourned, and the number of plaintiffs was larger than has been present at any meeting in several years. The standing committees for the year were announced, resolutions favoring amendment 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 Monroe 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 officers 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, 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 Avenue; John P. Smith Printing Company, No. 72-74 Exchange street; W. Robeson, president, No. 51 South avenue; Wollensak Optical Company, No. 280 Central avenue; A. Vernon Hart, automobiles and automobile garage, Canton street; J. Hangerford Smith Company, No. 406 Graves street; J. Hangerford Smith Company, No. 410 North Goodman street; Dake Drug Company, W. W. Dake, president, Main street east; H. B. Brainerd, manufacturer of celluloid and metal advertising novelties, No. 89 Mount Hope avenue; Henry C. Wisner Company, State street, No. 2 Triangle building; Messner & Swenson, proprietors, Powers Hotel.

Standing committees were named as follows:

Legislation—A. B. Lambertson, chairman; E. Frank Brewster, B. E. Chase, Charles T. Chapin, Edgar N. Currier, John C. Day, H. J. Menzie, James L. Hotchkiss, George F. Roth.
Postal Facilities, Telegraphy and Insurance—James S. Graham, chairman; H. F. Atwood, Edward S. Clarke, Milton Clark, P. S. Johnson, S. C. Langue, George W. Robeson, Charles E. Ogden, W. W. Smith.
Manufactures and Promotion of Trade—Henry C. Wisner, chairman; Charles J.

Brown, P. A. Brownell, W. P. Davis, William E. Dugan, George E. Dugan, H. H. Fisher, Joseph Fisher, H. H. Graves, A. H. Hazen, J. Y. McClintock, L. G. Wetmore, P. S. Johnson, S. C. Langue, George W. Robeson, Charles E. Ogden, W. W. Smith.
Statistics and Publications—Edward W. Doyle, chairman; H. P. Brewster, W. H. Duffell, William Karl, F. C. Loeb, E. P. Reed, Irving Rouse, William S. Riley, George W. Watkins.
Membership—Charles F. Garfield, chairman; William C. Barry, Jr., Robert J. Currier, A. R. Helmer, J. George Kaelber, P. Ralph Place, William T. Plumb, Philip Will, Julius M. Wilk.
Engineering—George W. Baffler, chairman; James E. Booth, P. V. Crittenden, Edwin A. Hazen, J. Y. McClintock, L. G. Wetmore.
Manufactures and Promotion of Trade—James G. Cutler, Walter B. Duff, Granger A. Hollister, Louis Holtz, Mathias Kondoff, H. H. Perkins, Erickson Perkins, William H. Smith.
Legislation—Rufus A. Sibley, chairman; Edward E. Bausch, George E. Eastman, J. M. Katz, Charles H. Palmer, John C. Powers, Hiram W. Sibley, V. M. Smith, Julius M. Wilk.
Water Supply—H. B. Hathaway, chairman; John Bradley, Henry Brainerd, W. H. Hubbard, Jr., C. H. Mason, Robert M. Myers, Julius Stoen, H. S. Westervelt.
Trade Excursions—L. G. Wetmore, chairman; H. W. Bramley, D. M. Edwards, D. M. Edwards, Daniel B. Murphy, Simon L. Steele, J. A. Seel.
Entertainment—Charles P. Ford, chairman; Max Bricker, J. S. Beckley, A. H. Dewey, S. B. Hershey, Harold C. Kimball, A. J. Townsend, Clinton Rogers, Arthur Warren.

The resolutions concerning the mortgage tax law which were adopted by the chamber follow:
Whereas, The state law imposing a tax of one-half of 1 per cent on all mortgages has not been in operation for seven months, 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 mortgages loans, thus the amount of the tax has been added to the interest rate, thus increasing the burden of the borrowers and having a tendency to discourage business and industry; and
Whereas, The law being cumbersome and expensive in its administration;
Resolved, That the trustees of the Rochester Chamber of Commerce hereby request 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 exemption of mortgages from all other taxation, state or local; and to make such other amendments as, in the light of experience, appear to be necessary.

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The county of Monroe is one of the richest in the state of New York. Large portions are used in the culture of fruits of various kinds and also in the culture of vegetables as well as the ordinary crops. A considerable portion lies along the lake. The county is thickly populated. It is certainly probable that an examination of the different soils might suggest the possibility of growing some of the special industries that are carried on in this country. It would be of great value to the industries of the county to have an examination of the different soils made, and the results of the examination made known to the people of the county. In view of this the Rochester Chamber of Commerce respectfully and earnestly requests the Bureau of Soils, of Washington, to direct a survey of the soils in Monroe county, New York. We are confident that we are entitled to this action by the government, and that the results will be largely beneficial.

M. C. Huyot, of Chicago, will deliver an illustrated lecture before the Chamber of Commerce in the assembly room on Monday night next, on "Coal Combustion, Cost of Power and Smoke Prevention." A large number of lantern slides will be used and the subject will be interestingly presented. Engineers and firemen generally, as well as members of the Chamber of Commerce, are invited to be present.

A resolution condemning the mortgage tax law as at present constituted, in line with action taken by real estate associations of the city, was adopted at the first meeting of the new board of trustees of the Chamber of Commerce yesterday afternoon.

Secretary John M. Ives received this morning a letter from Senator Morton Armstrong asking for an opportunity to present to the chamber argument in favor of the proposed tax law. They say they are confident their arguments have never been fully presented to the people of the city. Senator Lewis, as chairman of the senate committee on taxation, played a prominent part in framing the law.

Secretary Ives this morning to say that the session of the legislature is possible for Senators Lewis and Armstrong to be home only on Saturday and they would like to meet the members of the Chamber of Commerce the coming Saturday.

Secretary Ives at once communicated with President Badger and it was arranged to call an informal meeting for next Saturday afternoon at 4 o'clock.

Not only members but all citizens interested in the matter are invited. It is expected that all the banking houses of the city will be represented.

A letter was read from the Secretary of Agriculture at Washington, recommending a soil survey of Monroe county. It is suggested that such a survey might result in the development of special industries—like fruit growing. Local boards of arbitration were advocated in another letter from John Lundrigan, labor commissioner, that was referred to the committee on manufactures.

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MORTGAGE TAX LAW MEETING A SURPRISE TO THE SENATORS

Hon. Merton E. Lewis Declines to Speak Tomorrow Afternoon at Chamber of Commerce and Says That Neither Senator Armstrong Nor He Knew of Announced Date for Discussion Until This Morning.

Coming to the haste with which the meeting was called at the Chamber of Commerce Assembly Hall to tomorrow 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 mortgage tax law, one very important matter was overlooked and that was allowing time for the notice of the meeting to reach the Senators who were to speak. On this account the meeting for tomorrow has been called off. Senator Merton E. Lewis arrived in Rochester this morning, having left Albany before the letter informing him of the meeting had been received. Senator Armstrong is in New York, engaged with the Insurance Committee 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 a representative meeting of the Chamber.

SENATOR LEWIS DECLINES.

"My letter," said Senator Lewis, "requesting that an opportunity be given Senator Armstrong and myself to present the matter of the mortgage-tax law before the Chamber, was intended to reach the Chamber in time to arrange the hearing for Monday night. Last spring I told Secretary Ives that I would like an opportunity to appear before the Chamber at a later date and present to the members of the Chamber the mortgage-tax law and to explain its benefits. In my letter 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 different occasions, that I wished to address a meeting of the Chamber of Commerce, could have arisen.

"Senator Armstrong's absence makes it impossible to conduct the meeting on the times we had arranged, so it is hardly necessary to say that I shall not speak at the meeting tomorrow afternoon in the Chamber of Commerce Assembly Hall."

Secretary Ives, in arranging the meeting for Saturday afternoon, did so at the instance of a prominent citizen who stated that the meeting be called at once and suggested that it would be well to hold it Saturday as Senator Lewis and Senator Armstrong 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.

Although the programme of the chamber meetings are necessarily arranged some time in advance, Senator Lewis thinks his request, preferred verbally to Secretary Ives, for this time, and that when the formal application, as it was made by Senator Lewis this week, was received by Secretary Ives, that the result of the request might have been considered in arranging the meeting.

S Senator Lewis has for the past two years been the chairman of the Taxation 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 a careful study of all the conditions 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 matters pertaining to taxation, as he has made of them a most thorough and exhaustive study during his official career.

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 organized. The Rochester Advisory Committee of the Allied Real Estate Interests of New York State has a large membership, embracing bank presidents, trustees of savings banks, and business and professional men of the highest standing. Here is a list of the officers:

President, A. H. Lamberton; vice-presidents, H. C. Brewster, John P. Alden, Alexander M. Lindsay; secretary, Gilman N. Perkins; treasurer, J. Craig Powers; Executive Committee, Homer E. Stevens, chairman, W. C. Barry, B. Frank Brewster.

Charles F. Garfield, Charles M. Thoms, Harvey F. Remington, George F. Roth, Lewis P. Ross, Robert A. Eager, Frederick Gleason.

Among others identified with this organization are Hobart F. Atkinson, C. H. Babcock, Edward Bausch, James B. Booth, George C. Buell, Benjamin E. Chase, P. V. Crittenden, James G. Cline, H. G. Danforth, Thomas J. Devine, Walter D. Duffy, George Eastman, F. M. Elder, Dr. W. S. Ely, T. W. Flanagan, S. G. Hollister, David Hoyt, Eugene K. Satterlee, Hiram W. Sibley, George Wilder, and Frederick W. Zoller. It is one of the strongest and most representative body of men ever organized in this city. This committee has adopted resolutions, condemning the mortgage tax in unequivocal 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 atrocious law," said one of the foremost business men of Rochester, "for it saddles an expense on a class of people that need help."

Immediately after the organization of this committee the trustees of the Chamber of Commerce held their first monthly meeting of the new year and also demanded the repeal of the law, declaring that the chief result of its operation has been to advance the rate of interest, thus adding to the burdens of the borrowers and having a tendency to discourage building operations and to injure the mortgage investment market."

On the same day that the Chamber of Commerce met, the Real Estate Protective association of Rochester held a meeting and also adopted resolutions demanding the repeal of the law. "The resolutions 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 compelling the borrower to pay the tax; that since the law went into effect, 'there has been absolutely no private money to lend at 5 per cent. When all mortgage loans have been made at 5-1/2 and 6 per cent.' One man said that before the law went into effect he loaned at 5 per cent., but now he got 6; another said he knew of no loans made at less than 5-1/2 per cent. and a third declared that not a single dollar of private money had been loaned in Rochester since the law went into effect, except in a few cases where the lender did not know of the law. 'The tax comes out of the man who can least afford to pay it' was a frequent remark at these meetings."

The protests of the business men of Rochester against the tax on mortgages—which is really a tax on thrift and actually an additional burden upon the poor man—have been sent to the representatives of this country in the Legislature, and two of them, Senators Armstrong and Lewis, have asked the privilege of appearing before the Chamber of Commerce to instruct the members in the rudiments of finance and the science of taxation. Accordingly Secretary Ives has notified them that they may appear in the assembly hall of the Chamber of Commerce at some future time and make such explanations as they please to their constituents.

"This is in the highest degree interesting! It has, of course, been the impression in Rochester that the regularly elected senators and assemblymen of the county represented the people, and were 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 bank trustees, and the leading business and professional men of the city don't know what they are talking about, of ignorant of the simplest principles of finance, and should accordingly attend upon them for instruction!"

MEETING POSTPONED

Pro-Mortgage Tax Argument May Never Materialize.

Feasibility of Senator Armstrong to Be Present and Fear That Business Men Would Not Come to Saturday Meeting. Assured as Cause.

State Senator Merton E. Lewis returned from Albany last night and, as a result of conversation 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 and Lewis an opportunity to present argument in favor of the mortgage tax law, had been indefinitely postponed. Senator Lewis explained to a Post Express reporter that Senator Armstrong was retained in New York getting out his report on the insurance investigation, and would not 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 meeting would be called in such haste," continued the senator. "The idea of Mr. Armstrong and myself was to have the communication asking for a hearing, presented to the chamber corporation in 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, ordered 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, recording 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 criticism 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 calling 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 Armstrong and Lewis a hearing. The meeting, he said, had been arranged for Saturday because it was understood that it was the only day the senators could get away from Albany.

"The chamber opposed the mortgage tax before it became a law," continued Mr. Ives. "At that time Senator Lewis asked permission to give the argument in favor of it, but before a meeting could be arranged for, the bill had been signed by the governor. When the governor removed 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 as a general invitation was given to everyone interested in the subject to be present."

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 understood, 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 hall will be darkened at that time.

JOHN M. IVES,

Secretary.

ROCHESTER DEMOCRAT A

Feb. 5, 1906.
Expert Says the Manufacturer Cannot Afford to Make Smoke

Has Studied Local Conditions and Will Present Conclusions in Lecture To-night.

Mr. C. Huyette, of Chicago, a civil engineer of national reputation, will deliver 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 stereoscopic views of local conditions and plants.

Mr. Huyette was severely injured a few days ago by a fall in a railroad station in the Georgian Bay district, where he went to make tests, but he has recovered sufficiently to be able to give the lecture to-night, although still suffering from bruises and injury to his eyes. To a Democrat and Chronicle reporter Mr. Huyette said last evening:

"I have been studying the smoke problem and speaking on it for more than twenty years. I delivered the first lecture on the subject in Indiana before the Engineering Society, and since then I have spoken before engineering societies in many cities.

"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 advertising 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 benefit of it.

"Smoke conditions in Rochester are fair, but not nearly as good as they ought to be. The damage to property 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, but it adds up. In this city, to every person in this city, but with 180,000 population 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 include 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 should be sufficient to suppress the smoke evil, and civic pride should help out."

It is expected that many manufacturers will attend this lecture to-night.

Post Express.
FEBRUARY 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.

Mr. C. Huyett, the Chicago expert on coal smoke and its prevention, who is to address the Chamber of Commerce corporation at its monthly meeting this evening, 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 operators and the miners and, unless something unforeseen intervenes, not a pound of coal will be mined on and after April 1st next.

Anticipates Calamity.
"This strike, if it comes, will be different from that of three years ago," continued Mr. Huyett. "Only the anthracite miners went out then, but the bituminous interests are sure to be involved now. What prevented the bituminous miners from walking out three years ago was the fact that their agreement with the operators had not expired. As soon as the strike was over, it was arranged by the unions that agreements for both classes of miners should expire on the same date. Hence I expect to see this country face to face with one of the greatest calamities in its history. Then we will learn what a king

coal really is for the first time. It is true that the operators, in anticipation of the coal strike, are now engaged in storing coal everywhere, but they cannot possibly meet the demand in this way for more than a month."

"The strike of three years ago was an economic in more ways than one, Mr. Huyett says. It brought the large coal miners in many cities to a realization of the great utility and cheapness of soft coal and smoke, but it has recovered Rochester and many other places that had before been wedded to the use of anthracite coal. The increased demand for soft coal following that strike during the past year, making it a far more prosperous one for the bituminous operators. It is feared that this may even lead to a demand for a minimum coal price, such as exists in anthracite coal."

Smoke-Consuming Devices.

Mr. Huyett will illustrate the points of his lecture to-night with a stereoscopic. Among the interesting diagrams he will show on the screen will be one showing the principle of the smoke consumption of coal and the influence on the price of coal due to transportation cost. Mr. Huyett told a Post Express reporter this morning that his investigations had convinced him that the transportation expense was quite profitably regulated, despite many statements to the contrary.

Mr. Huyett is a firm believer in the economy of smoke-consuming devices. The coal consumers who do not use them, he asserts, lose 25 per cent. of the heat value of soft coal. The organization of a Civil Federation, Mr. Huyett says, gave to Chicago the best working smoke prevention ordinance in the country. The ordinance of the Federation was solely in the direction of securing an enforcement of a law that had become necessary for Rochester, when the first smoke ordinance goes into effect next June. In Chicago no building permit is issued until the smoke inspection is satisfied that the ordinance will be observed. Every day twenty-seven stoves, on an average, are started in Chicago against violations of the law.

CANNOT AFFORD TO MAKE SMOKE
Democrat & Chronicle
SAYS SPEAKER AT CHAMBER 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 stereoscopic 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 neglect the essentials for the economical production 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," said Mr. Huyett, "and chemical union takes place at high temperature between the oxygen and the hydrocarbon in the coal; that is what we call combustion. Economy in cost of power, capacity from a given quantity of water-heating surface 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

limitation of available heat power usable."

Mr. Huyett spoke of the substances found in coal and produced from it that were combustible—volatile combustible 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-producing factor, should escape from the smokestack unconsumed, in the form of dense black smoke. Mr. Huyett emphasized the danger of wasting the volatile combustible, saying, in part:

"When coal is thrown on a furnace fire the first effect is a lowering of furnace temperature, due to influx of cold air through the opened door and the absorption 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 furnace, and the result is a smothering of the fire. Then the distillation and liberation of the volatile combustible begins; gas is produced, and if the air supply be inadequate or admitted in such a way that a chemical combination shall be impossible an explosive mixture—gas of strength for burning—will not result."

Conditions of Combustion.

"The nearest approach to perfect combustion 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; automatic removal of ash and refuse, and high furnace 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 approximately 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 stated and then discussed heat values and 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 bucketwork 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 meant 50 per cent. less damage."

"It is estimated," said Mr. 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 151,672, and as you are not such vile sinners as 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 you the reasonableness 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 \$900,000."

"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 I 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 maintaining smoke-producing furnaces."

Herald
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 151,672, 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 nuisance," was one of the claims made last night at Chamber of Commerce by M. C. Huyett, the Chicago coal expert, in his talk on "Coal, Combustion, Cost for Power, and Smoke Prevention." The interest felt in the subject

by Rochester business men was evidenced by the attendance of an audience that well 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 beneath 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 'daring 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 production of steam.'"

Mr. Huyett had volumes of statistics at his finger's ends to show just where the waste obtained and how it might be minimized. He urged that the men who have to pay the coal bills are the ones to take the initiative in seeking remedies, and that they should not leave the matter to the engineers. Perfect combustion, he said, smokeless, imperfect combustion produces soot, which is a non-conductor of heat and also produces 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. Continuing under this head he said:

"The nearest approach to perfect combustion, in a boiler furnace, will obtain with fuel of suitable size for quick chemical combination of 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; automatic removal of ash and refuse, and high furnace temperature."

"The problem of 'automatic control of air 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 judgment of the fireman; however, he can judge the perfection by the color and length of flame. With high temperature and approximately perfect combustion of bituminous coal the flame is short and as incandescent as an arc light. Long, yellow, red flames are a sure indication of imperfect combustion. Under ordinary conditions, which require the fireman to open the furnace doors hundreds of times during each day, it is impossible to maintain the high furnace temperature necessary for approximately perfect combustion, and knowledge and skill will not prevent smoke and 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 law is necessary."

Mr. Huyett illustrated his talk with a numerous collection of lantern slides, among which were some local smoke pictures.

LECTURE ON PREVENTION OF SMOKE Feb. 6 - 1906 -

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 Annually.

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 organization and listened to a lecture on "Coal, Combustion, Cost of Power and 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

27 18326

The Rochester Chamber of Commerce

ROBERT A. BADGER, President
MICHAEL DOYLE, 1st Vice President
CHARLES F. GARTFIELD, 2nd Vice President
J. GEORGE KALDER, 3rd Vice President
BENJ. E. CHASE, Treasurer
JOHN M. IVES, Secretary

Rochester, N. Y. 2/15/06

C. Neidhardt & Co.,
CITY.

Dear Sir:-

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 5 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 card with instructions how to fill out same and which is to be presented at the time of sitting.

There is to be no cost attached to this transaction, unless you wish to purchase photographs for your own individual use.

Yours very truly,

John M. Ives, Secretary.

MOCK'S STUDIO

200 Sibley Block, 328 Main Street E.

Name

Address

APPOINTMENT MADE BY HOME PHONE 4340
PLEASE KEEP YOUR APPOINTMENT

OFFICE HOURS
From 9 a. m. to 5 p. m.

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 position.

JARY 16, 1906.

KEEPING TABS ON THE RIVER

Mr. Fisher Plans to Engage
Residents Up Valley.

AT AVON, MT. MORRIS, PORTAGE

Flood Committees' Suggestion to be Followed—Goose-bone Seers Not Eligible—For Spring Freshets.

City Engineer Fisher is endeavoring to arrange with several residents in the Genesee Valley, as far south as Portage, to send reports of conditions and probable or possible changes from condition at certain points along the course of the Genesee River before and during the spring freshets.

In the report of the floor committee named by the mayor, which report was presented to the mayor last April, a paragraph is 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 damage in the city.

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 people here to provide, therefore, by the removal of goods. For this purpose, observers should be employed at Genesee Forks, Belmont, Canada, Portage and

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, perhaps \$10 a month, or \$50 per year, in all."

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 sending despatches to the city at times of high water in the river, and that observations from Mt. Morris and Portage have been quite satisfactory when information was asked from those places. He evidently believes that observers at Avon, Mt. Morris and Portage 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.

It has been learned that some of the residents in the valley towns have come to be familiar with terms and tricks that the Genesee has in store, and any warning messages that they may send to Rochester may be relied upon.

It is not desirable to have as observers persons who become lightkeepers by the breaking up of a small area of ice or the formation of a ice jam that would have no effect upon the height of the river 50 or 60 miles distant. Regarding the intended survey of the river channel in the center of five or six 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 burdensome under any law.

JARY 16, 1906.

TO 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 excursion committee, consisting of L. G. Wetmore, chairman; H. W. Bramley, D. M. Garson, D. R. Murphy, D. M. Edwards, R. A. Hamilton, Simon T. Steffel, F. S. Foulkes, John C. McCurdy, J. A. Seal, is devising a plan for trade excursions 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 rebate receives a list of the merchants who support it, and, unless he buys of such, he does not get the rebate.

Indianapolis Plan.

The Indianapolis association consists of all the representative retail stores of the city and covers, practically, every line of merchandise necessary for personal or home use. The purchaser may make his purchases as he desires; for example he may spend \$4 at one store; \$30 at another; \$5 in another and \$4 in miscellaneous purchases; \$20 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 50 miles may have their fare rebated proportionately. To illustrate: If one lives 15 miles from the city, he pays fare for only 21 miles, the association paying the fare for a 54-mile trip both ways.

The rebate book contains the names of all the firms in the association, with a place opposite each firm a name for the entry 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 bought at various stores so that the assessments against them may be equitably adjusted according to the benefits received. The book also has a list of towns and villages within the radius.

The initiation fee is \$25 and the annual dues \$10 for the support of the bureau. In addition to this, an assessment is levied upon each member of the association, the fund to be used under the direction of a special committee for the payment of the salary of the secretary, advertising, incidental expenses, etc.

Adjustment of Expense.

The final adjustment of expense to the individual members of the firm of the association, is determined on September 1 by proportioning the amount of business transacted 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 the initial assessments, the difference is to be rebated; but if greater, an additional assessment may be levied on the members of the firm deriving such benefits. This makes each member's assessment proportionate to the amount of business.

The holdings of these excursions at stated times enables the association to secure special railroad rates and makes advertisement of the plan more effective. For this purpose all the members of the association furnish to its bureau copies of their mailing list. A complete list is then made and sent to one of the city papers in which an advertisement of the plan appears. Besides its issue to its usual subscribers, this paper sends a copy of the list 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 50 miles; on purchases of \$50 if he lives more than 50 miles and less than 75 miles away. Syracuse has trade excursions in connection with the state fair held there each year.

DWELLINGS ARE SCARCE

Chamber of Commerce Discussed

Question of Low Priced

Houses.

Times 2-17-05
BRIDGE AT MAPLEWOOD PARK

Would Clash With Its Aesthetic

Surroundings, Says Land-

scape Artist.

At an informal meeting of the standing committees of the Chamber of Commerce in the assembly room plans for the coming year were discussed and a paper relative to the proposed river bridge at the Ridge Road was read by A. S. DeForest, a landscape artist of the city and a member of the Chamber. 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 Lapham Street 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 the beautiful scenery and have a breathing place away from the noise of the city. This would be spoiled by building a traffic road, which would mar in no small degree the object and beauty of the park."

"Riverside Street would be the logical place for another bridge because the approaches and grades could be so manipulated as to allow the traffic road to interfere very little with pressure driving, 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 possibility, at some 24-mile date, of a long connect all the parks, run to the lake shore, back around the east side of the city and enter Genesee Valley Park.

FEMALE HELP IN DEMAND.
According to the talk last evening some of the most urgent demands of the city among business men are more female help, cheaper houses and more artisans. The first of these classes was dealt with in relation to the meetings, who do the work that is to be done, who realize what the Chamber of Commerce is doing, and who consider that every man in Rochester who is not a member ought to be, and then go after them. I am willing to do all that I can to increase the membership."

Trade Excursions Planned.
L. G. Wetmore, chairman of the Trade Excursion Committee, said his committee would be called together shortly, and that arrangements for excursions to this city would be made.

Max Weinburg, of the Statistics and Publication Committee, spoke of advertising Rochester throughout the country.

W. C. Barry, of the Public Improvements Committee, said that it was the duty of every member to take an active interest in the work of the Chamber of Commerce and to strive to advance the interests of Rochester in every way possible.

Dr. John M. Lee, of the Sanitation Committee, complimented the present head of the Health Department of the city and said that he was willing to assist in the sanitation of the city.

C. H. Mason, of the Water Supply Committee, made a few remarks, and Griff D. Palmer, as a member of the Bureau of Supervisors, invited the members of the Chamber of Commerce to visit the new county hospital.

Lower River Bridge.
Alling S. DeForest, of the Public Improvements Committee, was requested to say something concerning the proposed bridge to connect Seneca and Maplewood 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 paper. He said it was evident from the printed list of petitioners that the business men of the city favor such a bridge.

He advocated the crossing of two communities, 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 cross Maplewood park at its widest point and would approach to within a few feet of the new Administration building.

Anticipating developments and considering present conditions, as well as the real motive and object of the parks, there is but one site that seems to invite careful consideration, Mr. DeForest said, and that is Riverside street. Mr. DeForest continued:

"In the river, and the proposition to construct a bridge across the river to connect Seneca and Maplewood parks, nor is it at this point that people are apt to linger to enjoy the quiet and refreshing influence that is possible further north in the broader portions of the park. At Riverside street the city houses intrude 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 enjoyment 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 about opposite Strong street. In considering this 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 220.5 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 driving in Seneca park, the bridge at this point being at least twenty-four feet above the park drive."

"The bridge would be the logical place for another bridge because the approaches and grades could be so manipulated as to allow the traffic road to intrude within 125 feet of the river bank."

"Make it a statutory offense for the six to meet," said another member.

Talk on Flood Danger.
Edwin A. Fisher and H. B. Graves, of the Engineering Committee, spoke of the danger of flood in the Genesee. They said that the city had been encroached 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 1805 hardly a circumstance. They said the committee was willing to do everything possible to aid the city in averting such a thing.

Sam T. Plumb, of the Membership Committee, said the membership of the Chamber of Commerce ought to be larger, because the corporation was doing a great work in the city.

"These are the kickers who say that we are not doing much," said Mr. Plumb. "But I notice that they do not attend the meetings. It is the men who come here to attend the meetings, who do the work that is to be done, who realize what the Chamber of Commerce is doing, and who consider that every man in Rochester who is not a member ought to be, and then go after them. I am willing to do all that I can to increase the membership."

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He advocated the crossing of two communities, 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 cross Maplewood park at its widest point and would approach to within a few feet of the new Administration building.

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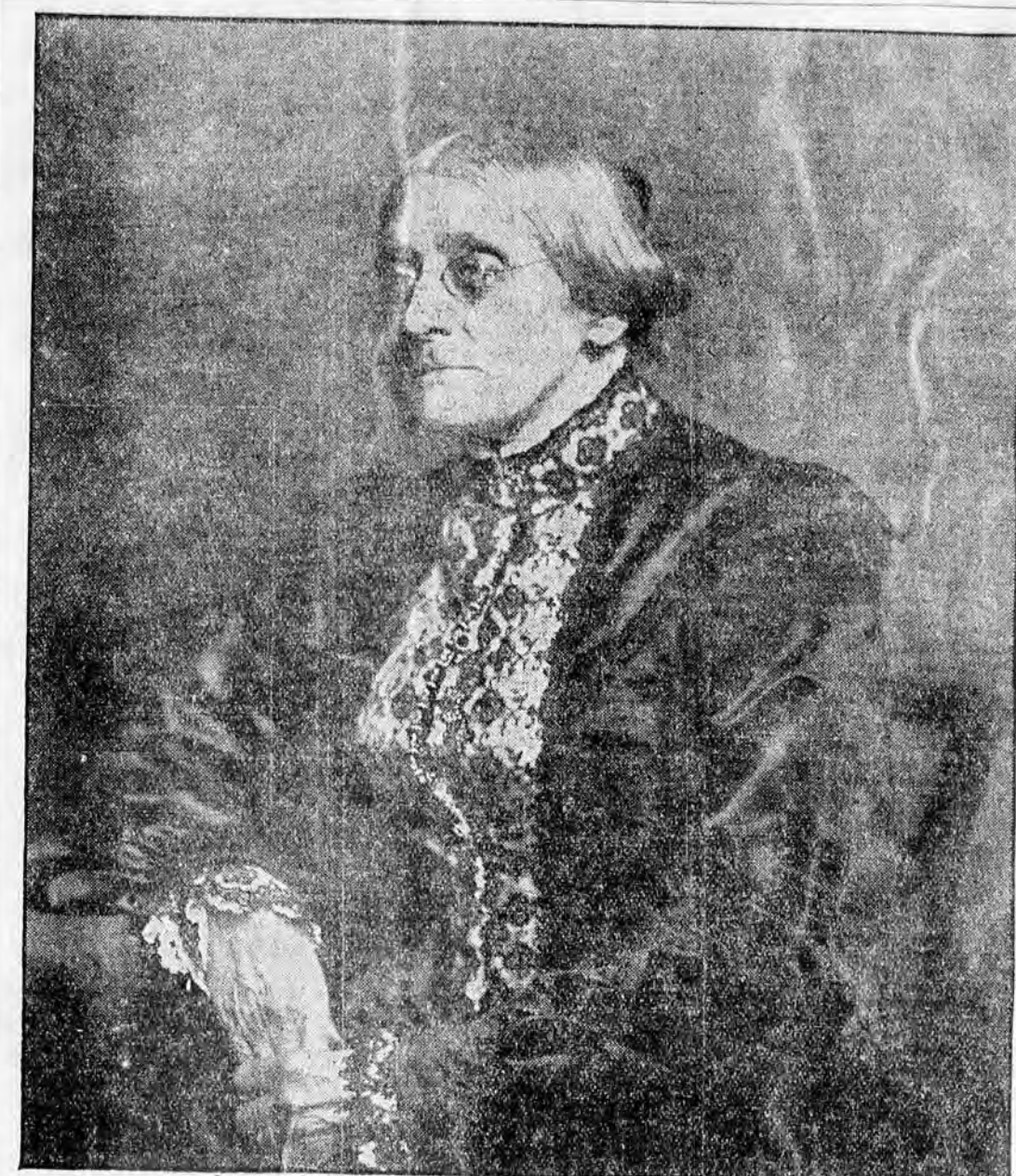
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27

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 Con-
dition Since Fatal Turn in
Illness on Sunday.

SUSAN BROWNELL ANTHONY. —Copyright Photograph by Dudley Hoyt.

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, 11 Madison Street, aged 86 years. Miss Anthony breathed her last at twenty minutes before 1 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 years standing; her physician, Dr. Marcella S. Ricker, and two nurses. Miss Anthony's end came very quietly. Since her seizure Sunday afternoon she had been in a comatose condition and had not recognized any of those about her. Beyond a gradual weakening, there was no change in the distinguished patient's condition until death came. The only pain Miss Anthony suffered came with the fatal attack of heart disease.

Miss Anthony's Last Hours.

The change for the worse in Miss Anthony's condition came at 2 o'clock Sunday afternoon. Only one fear had been entertained for some days by Dr. Marcella S. Ricker, and that was the development of heart trouble. The fear was realized Sunday, when Miss Anthony complained of severe pain in the region of the heart, and under this attack she sank rapidly. Within a few minutes she was rambling in a wild delirium, which soon 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 recognized the possibility of approaching death after this seizure.

Dr. Ricker summoned Dr. Charles Sumner to a consultation at the bedside of the patient and as a result of their mutual deliberations telegrams were sent to various relatives throughout the country, announcing little, if any, hope was entertained for Miss Anthony's recovery. These messages were addressed to Daniel H. Anthony, a nephew, former Mayor of Leavenworth, Kan.; Mrs. George L. Baker of Chicago; Miss Lucy E. Anthony and Mrs. Alvan T. James of Philadelphia, nieces.

Called Slightly in Morning.

During the early hours of yesterday morning 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 no effect; for a time they served to delay the sinking spell, but nothing more. At noon Miss Anthony's breathing was scarcely perceptible, and her pulse no stronger. Through the afternoon her condition remained unchanged. At the bedside were her sister, Miss Mary Anthony; her nieces, Miss Lucy Anthony of Philadelphia and Mrs. Baker of Chicago.

Caught Cold at Birthday Party.

Miss Anthony's fatal illness is believed to have had its inception at the celebration of her eighty-sixth birthday in this city of February 5. Her birthday was not until the 15, but as she was to be in Washington then it was decided to have the celebration a few days ahead of time. The night was very cold and stormy, and Miss Anthony contracted a slight cold.

Two days later she and her sister Mary started for Baltimore to attend the annual convention of the Woman's National Suffrage Association. Although always possessed of a rugged constitution, 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 moment. She soon recovered sufficiently to take a lively interest in the convention and to attend various functions arranged in her honor.

Hurried Return to City.

From Baltimore Miss Anthony went to Washington, and intended to visit Philadelphia and New York City, in which latter city she was to have been the guest of honor at a banquet at the Astor House. But on February 15 she suffered a severe attack of neuralgia, which compelled her to change her plans. She immediately returned to this city.

After suffering intense pain in her head and face for more than a week Miss Anthony and her physician conquered the attack, only to have it followed almost immediately by pneumonia. This developed on March 4 into double pneumonia and the distinguished patient resigned herself to what appeared to her the inevitable. The others of the family, however, did not give up hope and were rewarded on Thursday by Miss Anthony's greatly improved condition. The lungs cleared, the pulse strengthened and the temperature of the patient sank to normal. Aside from the lurking fear of heart trouble there seemed no occasion for immediate anxiety and Miss Anthony herself took courage and decided that she must live to again take up her work. The hope engendered by Miss Anthony's apparently improved condition grew hourly stronger, until the fatal seizure of Sunday afternoon.

Sketch of Her Career.

Susan Brownell Anthony was born at South Adams, Mass., on February 15, 1820. Her father, Daniel Anthony was a Quaker, an abolitionist and a believer in the equality of the sexes. Her mother was a Methodist. Mr. and Mrs. Anthony were leaders in the best life of the little village in the Berkshire Hills. They named the baby Susan after Mrs. Anthony's mother. The middle name Brownell was adopted by Miss Anthony herself after she had grown to womanhood.

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 Philadelphia. 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 something in the world and in those days teaching was about the only profession open to a woman. She found no difficulty in getting employment, but the pay was much smaller than men got for similar work and then came her first argument in favor of woman's rights.

"If I teach as well as a man why should I not receive the salary of a man?" she asked a district school commissioner. The question cost her her job, but she got another one and continued to think about woman's rights. Miss Anthony was by nature retiring, but she was a strict disciplinarian and was fond of telling how she impressed that fact upon one of her classes. It was in 1848 when she was in charge of a school in Pennsylvania. The schoolboys had heard that a Quakeress who was only 19 years old was coming to teach them and they prepared to give her a warm reception. As a class they had a bad reputation, and Miss Anthony knew it. When she appeared some of her pupils fell in through the window. Others turned handspikes over the desks. The young teacher walked right in the room became moderately quiet. Then she called the most boisterous boy to the platform and in a most subdued manner told him to remove his coat. Then she took a birch rod and gave an example of discipline that brought about immediate and lasting order.

In 1848 Susan's father joined the westward movement and bought a farm just west of Rochester. The family came here by canal boat, landing at Fitzburgh Street. Mr. Anthony had \$10 in cash.

Defending the Mortgage Tax.

It is generally supposed that the mortgage tax is a burden upon the borrower, but the mortgage tax is a burden upon the lender. The mortgage tax is a burden upon the lender because it is a tax upon the interest which the lender receives. The mortgage tax is a burden upon the lender because it is a tax upon the interest which the lender receives. The mortgage tax is a burden upon the lender because it is a tax upon the interest which the lender receives.

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Bauer street; Atlantic Stamping Company, Fred H. Beach, president, No. 180 Ames street; W. R. B. Smith, neckwear manufacturer and president of the Century Men's Wear Company, No. 309 Cox building; Telegraph Signal Company, J. H. Halloran, general manager, telegraph signals and supplies, Nos. 499-510 Wilder building; De-Zita Food Company, O. E. Glendon, president, manufacturers of food products, Nos. 410-420 North Goodman street; F. L. Fishbough, real estate, No. 407 Powers building; Allen Brothers, real estate, No. 708 Powers building; William J. & George E. Montgomery, general contractors, No. 965 Ellwanger & Barry building.

The following associate members were elected: T. W. Marting, president and general manager of the Reed Manufacturing Company, Newark; C. G. Puffer, Avon.

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. ARMSTRONG

will deliver addresses on

The Mortgage Tax Law.

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,
Secretary.

Enclosed please find the Smoke Ordinance passed by the Common Council July 11, 1905 and to take effect June 1, 1906.

Also a folder showing the Officers, Executive Committee, Board of Trustees and Standing Committees of the Chamber.

Rochester, N. Y., March 2, 1906.

DEFEND POSITION

Herald, March 6

Senators Armstrong and Lewis
on Mortgage Tax Law.

INTEREST RATE NO HIGHER

Before Monthly Meeting of Chamber of Commerce, Senators 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 Chamber of Commerce, resolutions asking for the repeal of this law were adopted and as stated in the addresses last night, both Senators replied to it from motives 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 convince 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 corporations and individuals by acts of the Legislature in years past.

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 it was noticeable that most of the demands for the repeal of the measure came from the money lending class and

not from the borrower. He read a circular 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 excited solely to obtain its repeal. A perfect storm of questions from financial men who were present met Senator Lewis on the conclusion of his speech and it was with difficulty that Senator Armstrong obtained a hearing. He promised to answer many of the questions in the course of his speech which he said must necessarily be short as both speakers were compelled to go to Albany last night. Senator Armstrong said in the course of his speech:

"Taxation is the price that civilization pays for its existence. It must be raised and if the mortgage tax law is repealed the money must come from something else. 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 certainly have to pay the tax if only real estate is taxed. It has been stated that this produces double taxation, but does it? It is argued that the borrower on the mortgage must pay a higher rate of interest, but this is not necessarily so, though at present it may be true. Interest is higher, but is not this due rather to the law of supply and demand in the money market than to the operation of the mortgage tax law? Taxation of mortgages filed by savings banks and trust companies as well as individuals tends to open the field to competition, and when the interest rate is forced up to meet the increase caused by the tax the individual will come in, instead of depositing his money in a savings bank as heretofore, owners of real estate have to pay the taxes if mortgages are not raised; now why not let them pay it indirectly for a while if it is true that the tax does increase the rate of interest, which I am not ready to allow."

"I am 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 to general investment. The competition for loans will tend to keep the interest rate down and this competition is fostered by an equally low mortgage. This law has been in effect, but eight months and has not had a fair trial. I am open to conviction and when shown by a fair test that it is not practicable, I will vote for its repeal."

Savings Banks Are Philanthropic Institutions.

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 philanthropic nature of its savings banks and placed them on a footing with its other charitable 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 upon them were solely in the nature of safeguards to investments and general management. In 1901 the so called "franchise tax" was placed upon the surplus of savings banks, although they have no franchise, except to do good and to assist those to invest their little savings who are ignorant of financial matters or unable to safely make such investments.

A franchise tax is supposed to be a 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-edged 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 demanding 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 them. But distinction should be made between such franchises and those which are used solely for the public good.

The proposition to divide the surplus of savings banks for the benefit of the people, who are its true and sole

among the present depositors is almost too ridiculous to discuss. A line from the fact that the state has not yet decided upon the proper method of raising money for its needs, it would be positively dangerous to do so. The surplus is not only the depositors' bulwark of safety, but it is also the only means by which anything like the present rate of interest can be maintained. The class of securities in which savings banks of this state—in no other state are the laws so restrictive—are allowed to invest only average to produce about 3-1/2 per cent. The only reason banks are able to pay the present rate of 3-1/2 and 4 per cent, to depositors is because of the large surplus, which costs nothing. Take that away and no bank could with safety pay more than 2-1/2 or 3 per cent, at the outside.

At the Chamber of Commerce meeting Monday evening Senator Armstrong intimated 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 depositors:

Number of open accounts.....	36,422
Accounts of \$500 and less.....	31,000
Accounts over \$500.....	5,422
Accounts of \$3,000 and over.....	529

Of this last over thirty are court or trust funds, legally held. After an account 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 \$500, and we presume the proportions in other banks are much the same.

Our legislators must be made to understand 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, speaking 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 their knowledge of law.

The people are indebted to Senator Lewis for former legislation whereby certain classes of property, which had long and unjustly been exempted, were restored to the tax rolls, and his efforts in that direction were strongly supported by this paper.

The Senator prefaced his remarks by reading nineteen sections of the present tax law which exempts a like number of classes of property from taxation. Doubtless a number of these sections ought, in justice to other taxpayers, to be repealed. But the attitude of both the Senators toward the savings banks was an unjust and mistaken one.

The state has fostered and encouraged institutions for the care of the savings of the mechanic and wage-earner upon much the same principle that it takes from the pocket of the childless man money to educate other men's children, recognizing that the welfare and safety of the state required that its youth be educated in order to make them good and safe citizens; and that those citizens must be taught and encouraged to lay aside some of their earnings to provide for sickness and old age, otherwise they must eventually find their way to the almshouses, hospitals or prisons and thus become burdens upon the state.

These savings institutions are managed by trustees—citizens of known reputation and integrity—subject to the closest restrictions and inspection by the Banking Department, both as to their investments and general management. These trustees serve without pay and are forbidden to share in any manner in the profits. It was, therefore, unjust to impute to them selfish motives in seeking the repeal of a law which must of necessity result either in a reduction of interest paid to depositors or an increased charge to the borrowers.

Both Senators laid stress upon the fact that it was the lender and not the borrower who was so strenuously demanding the repeal of the mortgage tax law. But borrowers are mostly of the class who have not the opportunity of organization or the ready funds necessary to place their demands properly before legislative committees. But when the borrowers come to understand that they 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 depositors find that this rate of interest is reduced—as it will be, unless the franchise tax law is repealed or modified, as

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ANNUAL DINNERS

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. Coss
George Raines
Theodore Bacon
J. C. O'Brien
Hiram Sibley

SECOND--Tuesday, Jan. 22, 1889.

Wm. S. Kimball, President.

Theodore Bacon, Toastmaster.

Speakers

J. C. O'Brien
Col. H. S. Greenleaf
Hon. Wm. Ramsey
Hon. Wm. F. Cogswell
Rev. Wm. R. Taylor
Hon. Chas. E. Fitch
Wm. C. Barry
Gen. John C. Graves

THIRD--Saturday, Feb. 8, 1890.

L. P. Ross, President.

Hon. James G. Cutler, Toastmaster.

Speakers

Geo. H. Daniels	J. Harry Stedman	John H. Foley
Hon. George F. Danforth	Wm. C. Barry	Samuel L. Lowe
Hon. Erastus Wiman	Eugene T. Curtis	George C. Buell
Mr. John Faby	Rev. Max Landsberg	H. C. Brewster
	L. P. Ross	

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FOURTH--Feb. 23, 1891.

Eugene T. Curtis, President.

J. Harry Stedman, Toastmaster.

Speakers

Hon. A. J. Price
Chas. J. Bissell
Hon. Joseph Taft
David B. Hill
Chauncey M. Depew
J. Sloat Fassett
David J. Hill, LL.D.

FIFTH--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. Cockerill
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
Hon. Benj. Butterworth
John S. Ramsels
Hon. Joseph Taft
Edmund Wetmore
Chas. W. Dayton
Pres. J. G. Schurman
Hon. John Bogart
Wm. P. St. John

EIGHTH--Feb. 13, 1895.

Charles P. Ford, 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 "Judge"
Geo. H. Daniels

NINTH--Feb. 13, 1896.

James G. Cutler, President.

J. H. Beckley, Toastmaster.

Speakers

Charles Emory Smith
St. Clair McElroy
Rev. Samuel A. Elliott
Wm. McElroy

TENTH--Dec. 9, 1897.

Charles J. Brown, President
Wm. H. McElroy, Toastmaster

Speakers

Hon. Joseph Choate
Chas. J. Bissell
Hon. Henry M. Howland

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ELEVENTH--Dec. 8, 1898.

Charles H. Apple, President.

Charles J. Bissell, Toastmaster.

Speakers

David J. Hill
Gov. Leslie M. Shaw
Dr. Benj. Wheeler

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TWELFTH--Dec. 14, 1899.

R. A. Sibley, President
Walter S. Hubbell, Toastmaster.
Speakers

Admiral Sampson
Chancellor Day
Hon. George W. Ross
Hon. C. 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
Hon. J. Sloat Fassett
Hon. James S. Sherman

FOURTEENTH--Dec. 17, 1901.

A. B. Lamberton, President.
Hon. George Raines, Toastmaster.
Speakers
Justice William Travers Jerome
Hon. Richard Young
Gen. Alfred C. Barnes

FIFTEENTH--Dec. 18, 1902.

Hon. Henry C. Brewster, President.
Toastmaster, Hon. Henry C. Brewster.
Speakers.

Hon. Frank P. Sargent
Hon. Job L. Hughes
Ernest-Thompson-Saton
Rev. James A. Freeman, D. D.
W. R. 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 Brisben Walker
Chas. R. Flint
Hon. C. P. Austin
Corporal James Tanner

SEVENTEENTH--March 16, 1905.

T. B. Dunn, President.
Horace McGuire, Toastmaster.
Speakers

Hon. James G. Cutler
Captain Richmond Pearson Hobson
Hon. John D. Fernan
Thomas McClary, D. D.
Col. Albert A. Pope
Eugene S. Bruce

EIGHTEENTH--Dec. 14, 1905.

Clinton Rogers, Pres.
Hon. James Brock Perkins,
Toastmaster.
Speakers.

Hon. James G. Cutler
Hon. Albert B. Cummins
Wm. B. Page
Rev. C. C. Albertson

NINETEENTH -- Dec. 13, 1906.

Robert A. Badger, Pres.
Hon. William W. Armstrong,
Toastmaster.
Speakers.
Hon. Charles E. Hughes.
Rev. S. Parkes Cadman, D. D.
Hon. Herman A. Metz.

ENDORSE ELECTRIC ROAD

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 endorsing 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.

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 Commission, are as follows: "Resolved, That the trustees 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 prosperity of our city and of giving to the territory traversed larger transportation facilities."

"Resolved, That this organization requests the honorable railroad commissioners of the state of New York to grant for said proposed road a certificate of public convenience and necessity."

TROLLEY LINE IS 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 endorsement of the Chamber of Commerce was considered.

The road was endorsed by the vote of the trustees, it being the evident desire of the residents along the line that it be built.

The endorsements of the villages 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 line is as follows: "Resolved, That the Trustees 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 prosperity of our city and of giving to the territory traversed larger transportation facilities."

"Resolved, That this organization requests the honorable railroad commissioners of the State of New York to grant for said proposed road a certificate of public 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 Commission for a certificate of necessity and convenience was forwarded to Albany by the Rochester & Elmira Electric Railway Company last night, one of the accompanying papers was a resolution adopted by the trustees of the Rochester Chamber of Commerce adopted at a special meeting held at noon yesterday. It is set forth in the resolution that the Rochester Chamber of Commerce requests the State Railroad Commission to grant the company named the desired certificate.

O. F. Lieders, of Wayland, president, and T. S. Mulachy, of Phelps, secretary of the Rochester & Southern Construction Company, which will build the proposed road, explained the plans of the Rochester & Elmira Electric 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

financial interests of this city.

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 endorsement 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 mechanics, manufacturers, bankers and men in public life, whose places of business are in the city 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 accompanying papers was a petition signed 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 contract will be let in ten days or less, 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 possible after the road is in operation. The road will be rock ballasted throughout. The overhead system and the best cars 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 less time."

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 weather, 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 of the company.

APRIL 18.

IT IS PICTORIAL AND DESCRIPTIVE

REPORT OF THE PARK DEPARTMENT FOR 1904-5.

TWO YEARS OF PROGRESS

Made Possible by the Liberal Policy
Inaugurated by Mayor Cutler on
His Accession to Office--Amusements and Sports Encouraged

The pamphlet report of the Park Commission for 1904 and 1905 was issued yesterday by President A. B. Lamberton. It is 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 preface to a recital of the permanent improvements effected during the two years covered in the report the report says:

"During the years 1904 and 1905 the 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 Hon. James G. Cutler 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 of awarding a limited amount for maintenance. The change in policy was most gratifying.

"In the expenditure of the improvement funds granted during the two years only the most pressing necessities were met. Seneca Park, west of Maplewood, had remained practically a common, because proper facilities could not be furnished to visitors.

Succeeding pages are devoted to a resume of the improvements made with which all newspaper readers and visitors to the parks are measurably familiar.

Parks as Playgrounds.

"Special 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 and recreation rendered beautiful by nature 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, 2,106, of which 29 is river; Maplewood, 143.91, of which 29 is river; Highland, 54.63; total, 844.74. There are sixteen small parks and squares.

with an acreage of 26.35, making a total park acreage of 871.07, of which 5,875 acres were acquired during the two years treated in the report, and of which 137.60 acres is river.

The illustrations in the report are made from photographs taken by Myron Bacon, Webster & Albee, N. R. Graves, Herald Company, Frank Gillus, 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. Lancy of the work done in the various parks, and includes mention of work in 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:

"The material sold from the park, and the rents from the refectories, merry-go-rounds, golf lockers and houses amounted to \$6,120.58. The materials sold were barrels, bulbs, cows, eggs, doves, flowers, guinea pigs, grass, hay, lambs, manure, plants, sheep, sheep pens, 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, \$20,325.97; Highland, \$20,769.81; Seneca, \$17,067.10; Maplewood, \$11,451.27; city parks, \$36,458.77; boulevard, \$2,291.40; administration, \$15,280.44; total, \$123,037.76.

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.

THE ROCHESTER HERALD, WEDNES

REDUCED CAR FARE ASKED FOR FACTORY EMPLOYEES

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 employees during certain hours of the day.

The factories are located at such distances from the homes of the employees 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 employees go to and from their work. The suggestion is that between the hours of 8 and 7:30 o'clock in the morning and from 5 to 6:30 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 workmen's tickets at reduced rates, good only during certain hours. A committee was appointed at the Chamber of Commerce conference to present the matter to the Rochester Railway Company, but before anything is done, information will be obtained from other cities where workmen's tickets are sold, so that the promoters of the movement 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 reduction, over and above its present business during the hours named, to make the concession a matter of profit to the company.

Ultimate, after plans are consummated, 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 support.

APRIL 20, 1906.

CHAMBER OF COMMERCE OFFERS HELP

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 Chamber of Commerce was called to order by President Badger shortly after noon today to take action looking toward steps to alleviate the suffering at San Francisco as a result of the devastation of that city by fire and earthquake. The meeting was largely attended.

When the meeting was called to order, President Badger explained the reason 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 money 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 taken, should be taken immediately. He stated that at a meeting of the Brewster Association last night a subscription had been opened and this morning a check for \$500 was sent 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 men had spoken it was decided to send the money by the Red Cross Society as it through the Red Cross Society at 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 condolence and sympathy. This motion was carried.

There was further discussion as to who should be in charge of the subscription 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 each were: H. B. Graves, Edward W. Peck, Barnard & Simpson, Louis Lowenthal, Max Lowenthal, Joseph Mandery, I. J. Fisher Furniture Company, Curtice Brothers Company and Morgan Machine Company. Other subscriptions were received during the afternoon.

CHAMBER OF COMMERCE TO PROVIDE RELIEF

Subscription List Was Opened at Meeting of Board of Trustees at Noon Today. Generous Contributions.

The Times, April 20, 1906

A special meeting of the Board of Trustees of the Chamber of Commerce was held this noon in the Assembly Hall for the purpose of taking measures for the relief of the suffering people in San Francisco. The meeting was well attended, considering the fact that the arrangements were made this morning and the first announcement of the meeting 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 thought of, and as Secretary John M. Ives stated the meeting had been called solely to get the sentiments of the

members of the Chamber of Commerce and see if they wished to do anything for the relief of the homeless people of San Francisco. Mayor Cutler had been 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 be turned over to the local Red Cross Society to be forwarded to San Francisco. The motion was seconded by Max Lowenthal, after which followed a long discussion as to whether or not it 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 earliest possible moment to the doomed city, while others wanted to send it to Washington or the Governor of California and have the latter distribute the money either to the Red Cross or to some reliable person on the 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 \$500 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 Society.

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 assistance can be sent more 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 financial assistance of our city and profound sympathy in the overwhelming disaster which has befallen San Francisco.

ROBERT A. BADGER, President.
JOHN M. IVES, Secretary.

THE ROCHESTER HERALD

80 and 32 Exchange Street.

FRIDAY, APRIL 20, 1906.

TELEPHONE CALLS.

ROCH. Business Office..... 241
Editorial Rooms..... 245
Job Office..... 4217
Bindery..... 4217
Art Department..... 4217
BELL Business Office... 241-A
Editorial Rooms... 241-D

Terms of Subscription.

Daily Edition, per year.....\$5.00
Parts of year, per month..... 50
Sunday Edition, per year..... 1.50

Subscribers leaving the city for short or long periods may have The Herald forwarded to them by leaving their addresses at the business office.

Any subscriber who fails to receive The Herald regularly, either by mail or carrier, will receive prompt attention upon making complaint at The Herald office.

Advance notices of meetings of organizations or societies, balls, parties, excursions, picnics, also cards of thanks and resolutions of respect, will be inserted at twenty cents per line. No notice charged at less than one dollar.

Address all communications to Rochester Herald Co., Rochester, N. Y.; also add the name of the proper department if referring to advertising, circulation, job work or binding.

The San Francisco Calamity.

The earthquake which has practically 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 settlement of this country by Europeans there have been, in one part and another, frequent convulsions of the earth, but these have been, for the most part, barely noticeable, and without serious loss of either lives or property.

The earthquake which visited Charleston, S. C., in August, 1886, was the most memorable exception to the rule of harmlessness which seemed to prevail 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 well-built modern structures for business or residence, and the damage to property was chiefly confined to the older portion of the city, where the buildings were in partial decay. That calamity,

therefore, brings to mind the earthquake which wrought by the earthquake which was visited San Francisco and many other cities and towns of that vicinity.

San Francisco is a city of 400,000 people, and to no other city in the United States are there so many cities of Buffalo, Cleveland and Cincinnati. By the census of 1900 it was rated just ahead of Cincinnati 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, is become a desert of shapeless ruins.

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 fancied 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 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. Many a man of great wealth, who 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 in charity and benevolence—open their purses and contribute in suitable proportion. Let everyone who is in the enjoyment of comfort and safety in his 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.

ROCHESTER WILL AID SUFFERERS

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 afflicted 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 relief train would be run through Rochester for San Francisco on Monday morning and, according to the quickly formulated plans of the Mayor and President Badger and President Doyle of the 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 night he thought they could get two cars from the New York Central free and that they would be loaded principally with provisions, which should consist for the most part of canned goods.

"We would earnestly request the public," said Mayor Cutler, "to communicate with Secretary Ives on Saturday and let him know what can be sent. Arrangements will be made with the carrying companies whereby the supplies may be taken to where the cars are stationed. We expect to be able to get all we can send out without any trouble."

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 thousands of sufferers require in San Francisco and already signified their intention to join this universal organization of relief. Will you kindly take up this subject with your citizens and through the good of great 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 supplied.

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: Canned soup, salmon, beef, codfish, corn, beef, sardines, baked beans, lima beans, string and butter beans, canned corn and sweetbush, peas, condensed milk, evaporated cream, tobacco, rolled oats, salt in small bags, cheese, rice, coffee, candles, matches and soap, sugar, tea, coffee, ham and bacon.

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 what they can contribute, with an invoice, to the Kent Street station of the New York Central. Freight Agent P. S. Tanager will then take charge of the supplies and will give receipts. If those who contribute have no wagons, they can communicate with Secretary Ives at the Chamber of Commerce, and he will send a cartman after the provisions.

Money Subscribed.

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 through, and was soon taken up by the Chamber of Commerce and the local branch of the Red Cross Society. A short time after the movement was started \$4,475 was pledged. Later in the day Mayor Cutler turned over the subscriptions he had received to the Red Cross Society. The Chamber of Commerce held a special meeting at noon at which \$1,300 was raised and which will be turned over either to the local or 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 contributions for the special train, it will probably also receive the majority of the contributions, as it has expressed itself as willing to take care of the details and issuance of receipts for all money received.

The secretary and treasurer of the local Red Cross Society, Percy McPhail, president of the Merchants Bank, received \$540 from the Mayor early in the afternoon, and before he left the bank had \$686 more. The work has as yet hardly begun, and from the liberal

contributions that have been received, both the Red Cross and the Chamber of Commerce believe that a sum will be realized that will greatly aid the sufferers.

Chamber Acted Quickly.

At the instance of Secretary John M. Ives and Henry C. Brewster, a meeting of 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 unanimous, 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 Johnston, but it was later decided that the Mayor would have too much on his hands and that the Red Cross should handle the matter. The question as to whether the money should be turned over to the local society or that in Washington was left to the discretion of President Badger and Secretary Ives.

The Chamber of Commerce has given out the following statement:

"At a meeting of the trustees of the Rochester Chamber of Commerce held at noon today for the purpose of expressing sympathy to the people of San Francisco in the great and appalling 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 Society.

"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 assistance can be sent more quickly."

"ROBERT A. BADGER, President."

"JOHN M. IVES, Secretary."

Secretary Ives said yesterday that the telephone 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 \$1,300 in Five Minutes.

After the meeting was adjourned subscriptions were asked for, and \$1,300 was raised in five minutes from the men who had been present at the meeting. Later in the afternoon President Badger telephoned the secretary that he had received a pledge of \$1,000 from one man. This makes the total in the hands of the 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 of that body:

"Hon. Eugene E. Schmitz, Mayor, San Francisco, Cal.:

"The Chamber of Commerce of Rochester, N. Y., offers to your citizens the financial assistance of our city and profound sympathy in the overwhelming disaster which has befallen San Francisco."

"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 following subscriptions: Mr. and Mrs. John C. Woodbury, \$100; Margaret Woodbury, \$50; Dr. Max Landsberg, \$10; John C. Rodenback, \$10; B. L. Search, \$5; William H. Zula, \$1; Brewster Exchange, \$500; Trustees, \$10; George Trustees, \$10; Frederick J. Tunnore, \$10; 1st Deacons Company, \$10; Michaels, Stern & Co., \$500.

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 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 conditions at that point impose.

The Wells-Fargo Express Company has taken hold of the relief work. J. P. Henry, the local manager of the company, said: "We will forward free of charge any shipment that may be offered for the relief of the earthquake sufferers when addressed to the relief officers or organizations of San Francisco or neighboring towns."

Rochester Aerie, 32, Fraternal Order of Eagles, at a meeting Thursday evening sent \$100 to the president of San Francisco Aerie to be used at his discretion in aiding the sufferers from the earthquake.

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 telegram as soon as the telegraph companies will accept money messages for transmission to San Francisco.

Confident of City's Response.

Mayor Cutler said yesterday that the Red Cross Society was the proper agency through which contributions should be distributed and that to it he would turn over such amounts as came to him. He said that the first contribution had come from the late Separate Company, and added:

"I recommend and request that the clergymen in the various churches of the city draw the attention of their congregations 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 800,000 people have been rendered home-

less, and that thousands of people, who were rich, or at least in comfortable circumstances, 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 Helff of the Salvation Army is 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 \$200,000. All of the rescue missions, industrial homes and shelters have been completely destroyed and officers of the army stationed in the burned city have lost all of their personal effects.

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. Lea Richmond, wife of the secretary and treasurer of Weaver, Palmer & Richmond, received a telegram yesterday afternoon, dated April 18, from her father and mother, Mr. and Mrs. T. Southwick of Upton Park, who were in San Francisco at the time of the earthquake, and saying that they had not been injured and had escaped unhurt.

Professor Henry P. Burton of the university received word yesterday from his brother, Dr. Burton, a physician of Stockton, Cal. Dr. Burton said that he was not injured and would soon write particulars.

Mrs. Lillian Holtz received a telegram yesterday informing her that her husband, Lillian Holtz, of the firm of L. Holtz & Son, 32 St. Paul Street, was not in San Francisco at the time of the disaster, but in Sacramento and was safe.

Word has been received by the Devereux 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 \$35,000.

The Tawman & Erba Co. received word yesterday from the San Francisco manager, dated at Oakland, saying that the company's branch store had gone up in smoke.

Warren Cutler today received a telegram from Harry W. Jenkins of San Francisco, a brother of Mrs. Cutler, saying 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 Del Monte, Monterey, outside the afflicted area.

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.

JOHN M. IVES,
Secretary

ROBERT A. BADGER,
President

Rochester, N. Y., April 21, 1906

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As soon as Mayor Cutler had read the telegram he telephoned to Secretary John C. Lee of the Chamber of Commerce.

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The Chamber Members.

The following are the members of the Chamber of Commerce last night:

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It is expected and believed that every member of the chamber will give liberally and quickly.

Send in your checks today payable to the Rochester Chamber of Commerce relief fund.

ROBERT A. BADGER, President.

John M. Ives, Secretary.

The following contributions have been received by the Chamber of Commerce:

A friend, and Bausch & Lomb Optical Company, each \$1,000; Burke, Fitz 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 Lithographic Company, Johnson & Lund, Philip Present and G. C. Schminke, each \$25; Bingenman & Baxter, \$20; Matthews & Sorvis, Dr. R. G. Cook, C. W. Trotter and S. B. Perkins, each \$10; S. M. Benjamin, A friend, Herbert S. Draper, Max Baumann, Rev. George T. Jones, Mrs. Josephine Gordon and George W. Rafter, each \$5; A. E. Stillwell, Fairport, \$2; H. W. Butler, \$1.

For the Chamber of Commerce car contributions were received yesterday as follows:

Curtice Brothers, canned goods, \$700; Brewster, Crittenden & Company, goods, \$250; Brewster, Gordon & Company, goods, \$250; Smith, Perkins & Company, goods, \$250; George 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 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 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 your 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 busy on work connected with the relief measures.

Catholics to Raise Fund.

Bishop McQuaid has issued the following letter to the priests of the diocese relative to measures for the relief of sufferers in San Francisco:

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 McQuaid, 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 news reached me here on my way to Baltimore. I return at once to California. The 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 overwhelming. In it both classes, rich and poor, suffer. The latter suffer the most, as these lose their all.

It is a duty for all citizens to do 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 municipal authorities at San Francisco.

In answer to the appeal of the Archbishop of San Francisco I direct a collection to be taken up in every church of this diocese. On the first Sunday after the receipt of this letter, each pastor will give due notice of the collection to be taken up on the ensuing Sunday. The money as received will be sent to the Chamber of Commerce of the diocese. It 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 poorer quarters of the city have been blotted out, rising the language of his Grace. The poor will still have to remain in the city, again making their homes there; their churches and institutions will have to be rebuilt. What was built up gradually during fifty years will have now to be replaced quickly.

There are not many in the diocese of Rochester who cannot spare at least a dollar as an offering of duty and charity to the sorely afflicted of their brethren.
Let the pastors place this appeal strongly before their parishioners, as they certainly will, and the response will be generous and most helpful. Let all pray the Good Lord to preserve us and our homes and churches from a like calamity.

Very sincerely in Christ,

BERNARD, Bishop of Rochester.

Red Cross Subscriptions.

Treasurer Percy R. McPhail, of the Rochester Branch of the Red Cross, received 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. Ellswanger, 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. Rhonda, Joseph W. Robbins, Walter L. Williams, C. P. Boswell, Mrs. E. J. Secher, Isaac Adler, Jacob Abeles, William S. Gifford and Moore & Mills, each \$10; "cash," Louis P. Newhafer, S. Schwarzschild, L. Mendelsohn, Morris H. Benjamin and Osborne A. Key, each \$5;

"cash," \$2; Oscar Stepiany and L. L. Miner, each \$1; total for yesterday, \$2,250.
Lieutenant E. N. Walbridge received a letter yesterday afternoon from Captain Miller, the head of the Naval Militia of New York state, outlining the purpose of the organization to contribute about \$1,000 to the private needs of members of the Naval Militia in San Francisco. The headquarters of the California Naval Militia were in San Francisco, and the membership there was large. Lieutenant Walbridge replied that \$100 could easily be secured from the members of the organization in Rochester. Captain Miller suggested 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 \$100 was accordingly forwarded last night.

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 relief of employees of the postoffice in that city.

The members of E. G. Marshall Woman's Relief 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 Nichols has delivered a short address. The proceeds are to go to the aid of the needy in San Francisco.

Disease in San Francisco.

Considerable anxiety was manifested in this city last night over the reports concerning the appearance of smallpox and typhoid 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.

The physicians were all of one opinion, that it was impossible for either disease to have developed within the few days that have passed since the first earthquake last week.

"There was some smallpox in San 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 had been kept under strict quarantine. There were cases in several quarters of the city, but principally among the foreigners. Of course, with smallpox patients mixing indiscriminately with other refugees the danger from that disease 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 typhoid fever is very great.

If present conditions in Golden Gate 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 typhus, or 'ship' fever, which has practically disappeared from the 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 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 Sacramento or some city nearer San Francisco, and that arrangements would be made to forward a shipment of goods as soon as possible after the temporary quarters had been rented.

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. Farquharson, of No. 245 Wellington avenue, is alarmed about her little niece, Edith Taylor, who she believes was in San Francisco at the time of the disaster. The child's father, Mrs. Farquharson's brother, had left the city a few days before, intending to return later and bring his daughter East.

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.

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, of Chicago, formerly of this city, were sojourning in San Francisco 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 ago, but have frequently visited here in the meantime. Miss Wilkins accompanied them to San Francisco two years ago.

Convention Postponed.

Dr. Frederick R. Smith, past potentate of Damascus 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 7th.

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 Damascus 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 opportunity to visit San Francisco.

Dr. Smith has been informed that the annual convention, divested of all social and entertainment features and for business 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 already been informally decided upon, and only the official vote is necessary to make it effective.

G. D. Butte, 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 conditions at that point impose.

A. J. Reibling & Son Company have received assurances from all of the insurance companies they represent that San Francisco losses will be promptly paid.

END OF BOOK